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BBC TopGear India

OCTOBER 2015

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WELCOME

"A LOT HAS GONE INTO THE MAKING OF THIS ISSUE. IT'S TOUGH TO LIST IT ALL HERE. BUT, I'D LIKE TO THANK EVERYONE WHO HAS SUPPORTED US OVER THE LAST DECADE"

I thought someone had messed up the road overnight. I was in the driver's seat of a VW Passat, heading out of the hill station we had gone to for a shoot. It was only after a while that I realised it wasn't the road or the car. I'd driven to the hill station in a Rolls-Royce.

Welcome to the 10th edition of BBC TopGear Magazine India. It's been a decade-long celebration of cars, bikes and even a business jet. The world's most iconic auto publication arrived in India in September 2006. Ours was a different country back then, even in terms of the kind of wheels we saw on the road. For better or worse, things have changed. And fast. Along with our likes and dislikes with regard to the kind of automobiles we want to own. They're no longer lifeless objects that drive us from Point A to Point B for the least amount of money. Globally, TopGear started out as a celebration of everything auto. And, taking into account the number of people who are now part of the TopGear India family, we constitute a great chunk of that celebration.

And celebrated we have, in this issue. In fact, we have taken festivities to the next level with some cracking stories, apart from a whole lot of road tests and news. This month, we give you an exclusive peek at the all-new Rolls-Royce Wraith, the sportiest and most fun car R-R has ever built. And, like us, if you too thought the S-Class was the best car in the world, you may want to look at the Mercedes-Maybach S600. Did you know it is longer than a Range Rover LWB? 'Massive' is the word.

We also have the enchanting Maserati Ghibli – a car you can't take your eyes off – and the all-new Land Rover Discovery Sport that is as modern as any SUV, and a true-blue off-roader as well. It's fantastically priced, too.

Aspirational cars aren't made only for the uber rich. We have the all-new Renault Kwid, a car that is one of the best entry-level offerings India has ever seen. And, it isn't just Renault, even Mahindra is thinking small, and has finally brought along its small, sub-₹10 lakh SUV, the TUV300.

A lot has gone into making this issue. It's difficult to list it all here, but, lest I forget, we'd like to thank everyone who has supported us over the last decade – our readers, manufacturers and the people who have helped us put together some crazy stories. Sit back and enjoy the issue.

GIRISH KARKERA,
CHIEF COMMUNITY OFFICER & EDITOR
Twitter.com/karkeragirish

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LETTERS TO TG

Dear TG India,
This is with reference to the article headlined 'Metamorphosis', on the Hyundai Creta, in the September 2015 issue. I have been an avid follower of the Indian auto scene and auto journals for over two decades. That does not qualify me to comment on anyone's work, but I often feel compelled to share my sentiments on certain editorial matters. I feel that the Creta article could have been worded differently, particularly the part on the SUV's aesthetic aspects. Exterior looks and basic design is a subjective matter and it needs to be treated so. If you ask me, the rear of the Creta is the only high point of the design. But that, again, is subjective. TG is known to be very direct and scathing in its reviews. And that is the reason for its tremendous fan following. But somehow, the maturity of the language didn't particularly come through in this article.
Saurabh Singh, *via email*

Good job with the magazine every month, guys! Absolutely love reading it. Your content is very contemporary and fresh! Really enjoyed the traffic control room piece last month. It would be great if TG could so something on the used car segment. It's a category that's growing exponentially, and there are many people who would be interested in reading more about used cars and essentially stuff that could help them with their used car-buying decisions.
Ritwik Palchoudhuri, *via email*

I'm happy to see that a company like Renault is taking the battle to the Maruti Alto 800 with the Kwid. It's high time the segment expanded. After reading the specs on the TG website, the budget hatchback definitely looks promising. Now, let's just hope that the French price the car well. This aspect will either make or break the car.
Raj Devendra, *via email*

READERSPEAK

Here's what our readers had to say about...
*...the Mahindra TUV300 launch

Vaspaan Chichgar: Seems like an interesting automobile from Mahindra.
Roshan John: Disappointed. Could have been designed better.
Harikrishnan KH: Interior looks good.
Niju Philip: Looks like something from the 1970s USSR.
Gaurav Suryawanshi: Looks like a smaller Tata Sumo Grande.
Chris Renwick: I would rather walk.

*... the Bentayga 4x4 unveil

Vikram Singh: It looks like an Audi Q7.
Ashwin Malushte: Yes, the Bentayga looks like the new Audi Q7, especially the window-line and the rear, but it's still desirable.
Tanisha Gambhir: Looks like a beautiful blunder. Has a bit of the BMW X6 and Mercedes GLE vibe to it. I fell in love with the Flying Spur when I laid my eyes on it. This, however, will take time.
Sunny Singh: What's the point of an SUV with no off-road credentials? An absolute waste of VW's money.
Shashank Muninarayanappa: Honestly, it grows on you. Eventually.

WHAT'S NEW ON TOPGEAR.COM

Honda's 2&4 concept
http://tinyurl.com/ozw6vp9

Turbocharged Porsche 911 Carrera
http://tinyurl.com/ohsobw9

Chris Evans

THE NEW FACE, BRAINS AND ENERGY OF TOPGEAR TV HAS ARRIVED IN THE OFFICE. AND HE'S BROUGHT PIZZA. MMMMM, PIZZA

My name is Chris and I have a car problem.

What is it with us, really? Cars physically excite me. Not in the way that bloke got excited (the bloke who was arrested for making love to a Land Rover Discovery in Holywell in 2013), but they do make visceral things happen within my very being. What's that about? It must be addiction.

Now, back to the business of *TG* and the fact that I've been given the job of hosting the biggest and best car show the world's ever seen. This means I might actually spontaneously combust at any moment from now until 2018. Which, as long as it's caught on film, I don't really mind... "He died of cars." "What, you mean he was run over?" "No." "So was he in a terrible accident?" "No." "So what then?" "He just died because cars made him vibrate too much and he simply fell apart in front of us."

We had our first full-on *TopGear* production meeting the other day. This basically consisted of me booking the upstairs room in a pub round the corner from where I live – £15 an hour, jugs of water and coffee to start... until we ran out of creative gumption (about four hours in) and then went straight downstairs to the bar. "Friendly booze and sensible pizza please," I requested.

The first pub challenge was remembering everyone's names: Charlie, Wookie, Tom, Luke, Nick, Scott, Myles, Paul, Dan, Katherine, Sarah, Aurora, Katie, Jim, Alex (Boss), Lisa (Bigger Boss), another Katie (Even Bigger Boss) – for the record. A fine bunch of enthusiastic bananas from all walks of telly and cardom.

"Pizzas now and maybe we'll have a curry or Chinese later," I suggested far too enthusiastically to my newly assembled motley crew.

There was no curry and Chinese later. It was a good job therefore that we shared many, many pizzas instead – the most popular of which by far was chorizo and anchovy – in between imbibing all manner of beverages from rosé to red to white wine, Guinness and even the odd old-man's G&T.

After an energetic bout of extensive social intercourse and get-to-know-everyone chair-swapping, we embarked upon a cultural expedition (pub crawl) of Camden in north London. We began at The Good Mixer, Amy Winehouse's fave drinking hole. Fear not, though, no BBC licence-fee payers' cash was involved in any way. None of it was on expenses. Scout's honour. Not even the seven glorious bags of pork scratchings.

After Amy's place we ventured over to Regent's Canal, past the world-famous Camden Market and into a bar I used to go to years ago. All I can remember about it is that I think Sara Cox's ex-beau used to own it and it serves square pies. And I can't quite recall how, but I also remember us bumping into Jack Savoretti's manager at one point in a beer garden. We had a pretty heavy conversation about running and how we both felt 20 years younger as a result of regularly putting one foot in front of the other a little bit quicker than when we are walking.

Shortly after, I have vague memories of buying a round of tequila for everyone in our final stop, approximately 100 people. "In the name of live music," I wailed apparently, sometime just prior to going home. Via the chippie, of course...

I think this is what's referred to as breaking the ice. It was also pretty much breaking my head when the alarm went off the next morning at 4.30am to get up to do my radio show. The sofa saw a lot of my old bag of bones for the rest of the day thereafter.

But the point is. This is it. We are now ready to roll. A new running order for The New *TopGear* has been conceived and pasted to the office wall. We are now champing at the bit, wheelspinning on the line and generally getting far too hysterical for our own good.

Which is exactly as it should be.

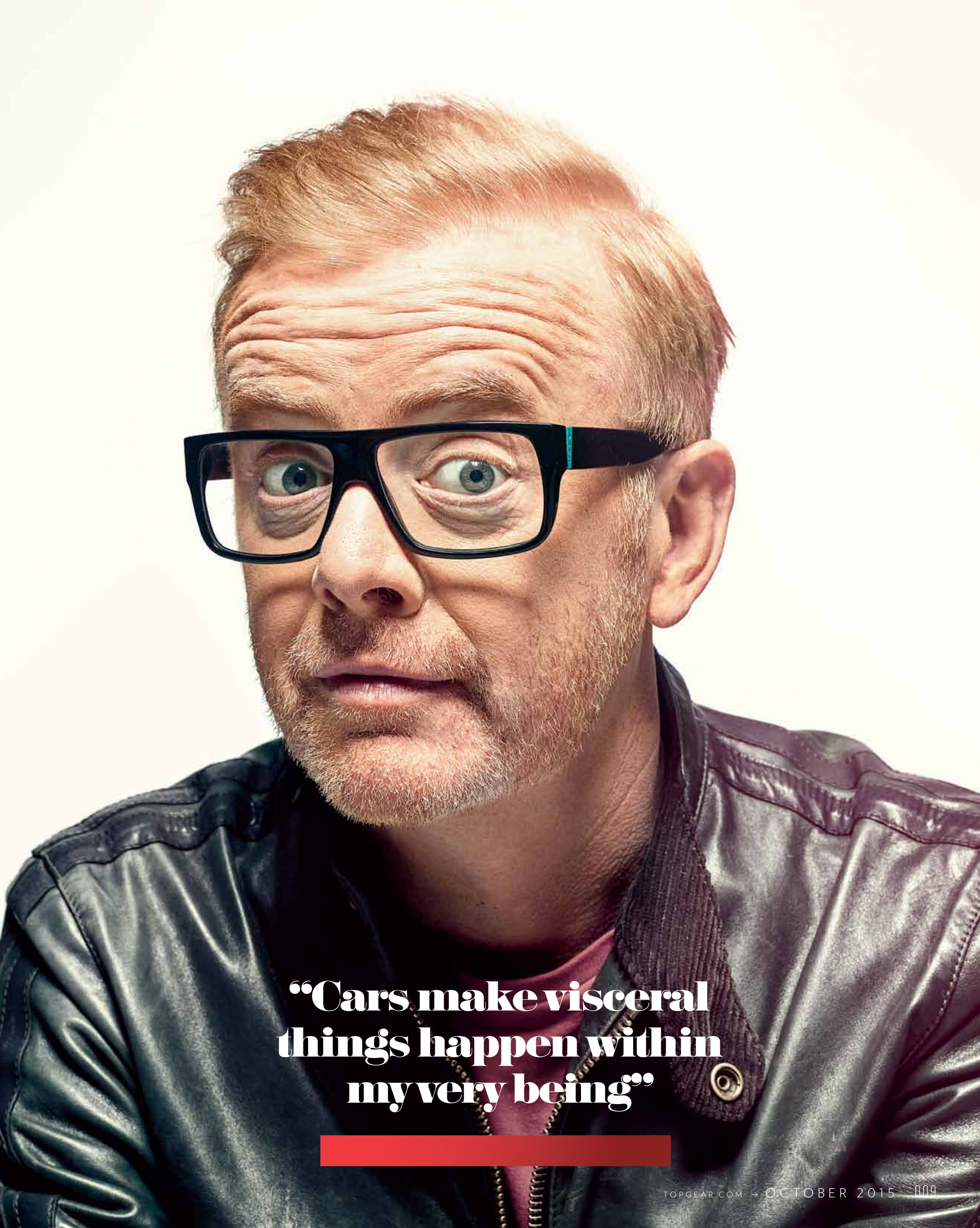
Some things will stay; some things will go. But everyone involved has sworn a solemn oath of allegiance on the signed picture of Jim Clark I have in my garage. The words of which were, "I promise to uphold the values, credibility and insanity of the show that over the past four decades has put the car in Carmageddon, the pist in piston engine and the OMG in GTB."

We are so up for this. I cannot tell you.

But hopefully I have.

A bit.

PHOTOGRAPHY: ALEX HOWE



"Cars make visceral things happen within my very being"

YOU KNOW HOW IT IS: THERE'S ALWAYS SOME KIND OF TEST, BEFORE THEY LET YOU INTO THE GANG.

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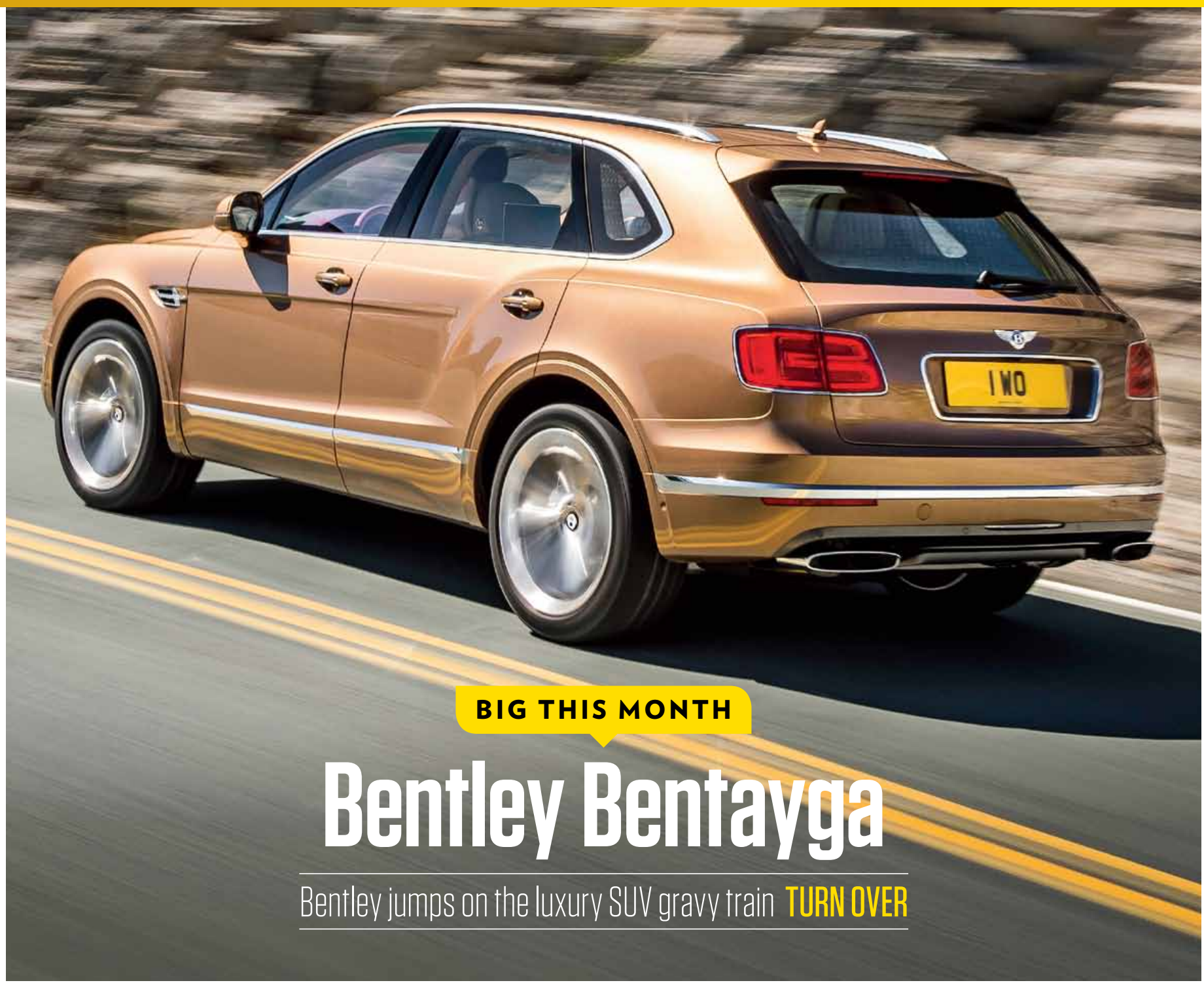
NEWS

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH



BIG THIS MONTH

Bentley Bentayga

Bentley jumps on the luxury SUV gravy train TURN OVER

Divide & conquer

This is the Bentley Bentayga. Love it or hate it, Crewe needs it to take a whopping slice of the Range Rover pie

WORDS: JACK RIX

Prepare to choose a side. The Bentayga – Bentley's first attempt at a luxury SUV – has arrived, and while it's not nearly as retina-searing as the 2012 EXP 9 F Concept that heralded its arrival, the styling will divide opinion like nothing since Ed's 'Milibeard'. Still, "impactful" styling hasn't hurt the rest of Bentley's line-up, has it?

It might be raised and toughened to fit the SUV mould, but none of Bentley's signature attention to detail has been lost along the way. The twin headlights are surrounded by 'floating' LED rings, the tail-lights illuminate in the shape of Bentley's flying B and those optional 22-inch five-spokers are the largest Bentley has ever produced. Aluminium panels are pressed and superformed at 500°C to achieve impossibly sharp creases, while the All-Terrain option adds underbody cladding and the Styling Pack glues on a carbon-fibre splitter, sills and diffuser with questionable aero benefits.

Luckily, the interior is where owners' eyes will spend most of their time, and they won't be disappointed. The swoopy dashboard is also designed to mimic the flying B, and every visible surface is heavily swathed in hand-stitched leather, veneer and brushed or knurled aluminium. Buyers can choose from 90 paint colours, 15 leather combos and seven different types of wood, plus two rear-seat configurations.

Eventually, seven seats will be offered, but for the moment a four-seat layout is the pinnacle of indulgence with two massaging 18-way adjustable rear pews. Between them is a centre console with cupholders, storage and USB sockets. Go for the five-seat version, and the conventional three-seat rear bench folds down to expand the luggage space. At 590 litres, the boot is a full 50 litres larger than in the Range Rover, and pushing a button lowers the air suspension to make loading it that little bit easier. A fold-out event seat can also be ordered, turning the bootlip into a quilted-leather love seat – ideal for watching the polo.

Accessed through the Bentley Drive Dynamics Mode rotary controller, there

Go for two rear seats or a three-seat bench. Your choice

BENTAYGA FACTFILE

10 THINGS YOU NEVER KNEW ABOUT BENTLEY'S SUV

It can traverse slopes of 35° without exploding

It's covered 1,000,000 miles in testing around the world

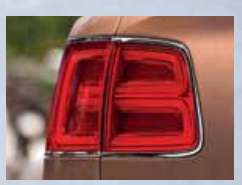
It's done 400 test laps of the Nürburgring

It's been tested from -30°C to 50°C. Will survive the apocalypse

are four on-road driving modes to play with – Sport, Comfort, Bentley and Custom – each tweaking the ride height, damping, roll control, traction control and powertrain responses. Off-Road specification adds four more off-road modes – Snow & Grass, Dirt & Gravel, Mud & Trail and Sand Dunes, accompanied by relevant graphics on the digital screen between the instrument dials. Fair to say, Bentley hasn't shied away from building a car with genuine off-road ability. A wading depth of 500mm and maximum ground clearance of 245mm won't trouble a Range Rover, but should be plenty to tackle most terrain.

The really impressive part though is the Bentley Dynamic Ride system – the first electric active roll control system on any SUV. Unlike normal anti-roll bars that trade comfort for cornering stiffness, it can adjust for individual wheel inputs, so the Bentayga's super-brain knows whether you're cornering hard and stiffens everything up, or if a single wheel has hit a pothole, so allows maximum articulation at that particular corner.

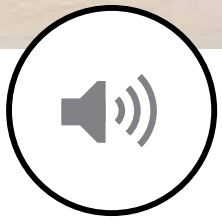
Even with all the computing power in the world, don't expect the Bentayga to outmanoeuvre, say, a Porsche Cayenne. Why? Because at 2,422kg, the W12 model is 362kg heavier than the new Audi Q7 3.0 TDI, despite sitting on the same steel and aluminium MLB architecture. It employs the same electromechanical steering system as the Q7, with a ratio that varies



Tail-lights get the full Flying B disco treatment

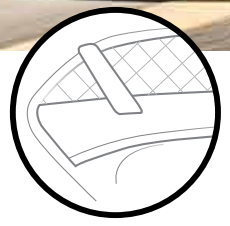
depending on your speed – so it'll be light and twirly at city speeds, but slower and more secure when you put your Gucci-slippered foot down.

Although diesel and plug-in hybrid Bentaygas will follow, the only version available to begin with is the full–fat W12 – featuring a major overhaul of the familiar 6.0-litre, 12-cylinder unit working alongside an eight-speed auto. The headline figures are 600bhp at 6,000rpm and 899Nm of torque from as little as 1,250rpm (enough to negate the need for a low-range gearbox, says Bentley), 0–100kph takes 4.1secs and its top speed is 301kph. An official EU-cycle figure of 9.3kpl, surprisingly acceptable for such a beast, is courtesy of stop/start



Stereo pumps out 1,950 watts. Bentley doesn't make earplugs

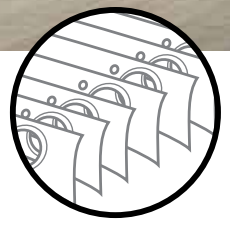
Each cabin needs 15 cowhides for a full trim. Moo. Aarggh



Interior trim has only 0.3mm tolerance. Much like us

Tourbillon by Breitling clock is wound by the car's movement

A three-piece hamper set is among the options. This is not it



It takes 14 hours to craft the woodset for each car. Polishy

and a shutdown system that kills half the cylinders if you're in gears three to eight, below 3,000rpm and only asking for 300Nm of torque or less.

On top of the eight-inch infotainment screen up front, rear passengers get a pair of removable 10.2in tablets plus a 3.5in touchscreen remote to control the climate settings in the rear and change the music when the driver's not looking. Three stereo options begin with a 10-speaker system and end with a 20-speaker 1,950W Naim concert hall on wheels.

There's technology beneath the skin that could well save your life too, or at least make it easier. As standard you get auto-dipping headlights and systems that bleep if something is in your blind spot. Order the City specification, and things get bleepier with pedestrian recognition and a nanny to warn of any danger when reversing out of a space, plus 360° cameras to guide you through width restrictors and an auto parking function.

Stretch to Touring spec, and the magic really unfolds. Adaptive cruise control can drive for you in slow-moving traffic, and uses navigation data to slow you down for corners, cameras or towns up ahead. A head-up display and night vision will make you feel like a pampered fighter-jet pilot, while auto braking and auto-steering functions are designed to keep you in your lane and away from the bumper of the car in front.

You'll be able to buy one next year – assuming you can find the ₹5 crore entry ticket, that is.

Twist the knob for snow, stonechips and agave nectar

"Luckily, the cabin is where owners' eyes will spend most of their time, and they won't be disappointed"

WORDS: CHARLIE TURNER

SO WHAT'S THE BENTAYGA LIKE TO DRIVE, THEN?

As first drives go, this one comes laced with added pressure. Not only am I driving the development car that has safely negotiated a million miles of testing in places as far-flung as New Zealand and Dubai, but my co-pilot is Bentley CEO Wolfgang Dürheimer.

The first sensation as you climb aboard is familiarity. The interior, driving position and major touchpoints are all unmistakably Bentley. Swathed in 15 cows and built with millimetric handcrafted accuracy, the interior exudes the usual peerless Bentley quality.

"We treated the interior in a way that has never before been delivered in an SUV," Dürheimer explained. "This interior is a coming home for the Mulsanne customer."

The Bentayga handles like a jacked-up Mulsanne, which is to be expected. Huge effort has gone into minimising body roll, and although the active roll control software is yet to be signed off, it's a thing of wonder, allowing five per cent lean before holding it there. Its ability to tackle corners combined with the titanic power delivery of the heavily revised W12 and the opulent interior already puts it high on the list of ultimate cross-continental missiles.

Then we turn off the tarmac and onto the dirt – well out of a Bentley's traditional comfort zone. But the Bentayga is unfazed as we pile across a deeply rutted track, up a steep incline and onto a large open field of wild grassland – a surface described by seasoned off-roaders as "green ice".

Dürheimer points out it's the perfect surface for a quick drift. However, my initial sideways stabs don't deliver the results he wants. I let the boss take over but, despite his best Scandi flick, the electronic nannies still interfere. I suggest there needs to be a *real* everything-off button, and he agrees. So if you ever manage to hang the Bentayga's tail out, *TG* helped to make it possible.

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WHAT GOES FOR BLIND DATES, GOES FOR CARS:

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Future TENs

Like fine wine, the Indian car and bike scene has matured over time to provide us elevated options of luxury, style and of course, *powerrr*. Here are ten hot favourites to look for in 2016 CHRISTOPHER CHAVES

1 FORD MUSTANG

Over five decades since the original 1964 model pioneered the 'pony' car segment in the US of A, the Ford Mustang is, at long last, galloping towards Indian shores. In the simplest of terms, a pony car is defined by its style, performance, and most importantly, affordability. The latest model pays a decorous tribute to the car that became a cult classic back in the swingin' sixties with its gaping grille, segmented tail-lights and its rearward-cab stance. The new one, loaded with a lot of tech, is offered with three engine options abroad: the 2.3-litre, four-cylinder EcoBoost, the 3.7-litre V6 and the 5.0-litre V8.

2 MITSUBISHI PAJERO SPORT

Mitsubishi gave us a lot to take in when it took the wraps off the new Pajero Sport – from the radically contoured front end, the robust shoulder line, to the rear, to the runny mascara-inspired tail-lamps. And, the flash doesn't end here. It's been carried into the cabin, where the new Pajero Sport's got features that have now become hygiene for the current crop of luxury cars. Although most potential Pajero Sport buyers, in all probability, won't do any hardcore off-roading, the new SUV does come with a new 4WD system, and will delight off-road newbies, incorporating electronic safety nets like auto braking, blind spot detection and cameras that give you a bird's-eye view of the surroundings. Power will

come from the new 2.4-litre motor which produces 175bhp, and a 430Nm mountain of torque for you to play with. It will be mated to an eight-speed auto 'box.

3 JAGUAR F-PACE

The sleek Jag SUV is based on the C-X17 concept. It draws inspiration from the gorgeous F-Type Coupe and is based on the

company's new all-aluminium platform – which is the same rigid frame that underpins the XE. The F-Pace is slated to be Jaguar's most practical sportscar, yet. In India, it will possibly be available as a rear-wheel-drive-only, although four-wheel drive, too, could be offered. Expect to see the same 2,179cc four-pot diesel that powers the new Disco Sport with a nine-speed automatic 'box, possibly followed by the same sweet-sounding V8 petrol powerhouse that propels the F-Type R with a hair-raising 542bhp and 680Nm of grunt at the disposal of your right foot. Sweet, eh?

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4 MARUTI XA ALPHA

Maruti's mini-SUV 's design seems tasteful, with its Evoque-ish hood, the large, chunky grille and the eagle-eye headlamps, while the flared rear wheel arches and the styling out back is anything but bland. The SUV, which will be sold across Maruti dealerships, is based on the current Swift platform, and employs the range of 1.2 K-Series petrol engines and 1.3 and 1.6-litre DDiS diesel engines. So the driving and handling part of it should be just as good as the Swift, if not better. Word is that Maruti is also planning a four-wheel drive version of the XA Alpha, but that could take a while to materialise.

5 TATA NEXON

The Nexon crossover concept featured futuristic design and tech like LED head and tail lamps, cameras for wing mirrors, a floating dash, an electric motor, suicide doors, etc. Heck, even the B-pillar was missing. What remains uncertain is how much of the concept's styling will carry over to the production-ready car by the beginning of next year. What is certain is the car will be the best-looking Tata of all time, and, being based on the same platform as the Tata Bolt and Zest and being powered by their four-cylinder 1.2-litre petrol and 1.3-litre diesel engines should raise Tata's game and image a notch. Pricing will be crucial to its success.

6 YAMAHA MT-03

Essentially seen as the naked twin of the recently launched Yamaha R3, the MT-03 promises to be even more touring-friendly than its track-inclined counterpart. Like the R3, the MT-03's 320cc twin develops 41.5bhp and 30Nm of grunt, and is paired to the same six-speed gearbox. The MT will get a slightly raised handlebar, which will add some comfort to city and long-distance rides. Like the R3, the MT-03, too, is made at Yamaha's facility in Indonesia, which means it will be shipped to India via the CKD route.

7 MV AGUSTA F3 800

In the Drives section of this issue, you'll find the Brutale 800 that we've just ridden, which is, quite simply, a completely mental machine. It's all about raw, high-adrenaline-pumping action. The F3 is the faired, track-focused iteration of the same motorcycle and it ups the level of insanity. Its three-cylinder motor produces a colossal 148bhp and 88Nm of grunt. It sits lower, and tips the scale at 173kg. Although it comes with some electronic aids, the F3 is still one of the most demonic middle-weight supersport motorcycles the world has ever seen.

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8 KTM DUKE 690

We don't think anyone captured it, but if they did, a Google search of KTM Duke 690 pictures would return pictures of some KTM board members smiling profusely, being escorted out of the company's Mattighofen headquarters, in straitjackets - because they're responsible for unleashing a lunatic supermoto machine like the Duke 690. The 690 is lightweight, powerful, agile, comfortable and has an outstanding power-to-weight ratio, what's not to love?

9 HERO HX250R

Erik Buell Racing, the company that helped Hero MotoCorp develop this quarter-litre motorcycle, filed for bankruptcy earlier this year. But that won't stop Hero from unveiling its most powerful motorcycle in India early on in 2016. The full-faired HX250R will get disc brakes at both ends and will be powered by a 249cc single-cylinder that produces 31bhp and 26Nm of grunt – that's 6bhp and 3Nm more than the Honda CBR 250R! Moreover, Hero is expected to price the bike aggressively.

10 BENELLI TNT 25

One of the oldest Italian motorcycle manufacturers is set to come out with its smallest offering in India next year – the single-cylinder TNT 25. The small-hearted urban street brawler promises to be a strong performer with its 249cc motor putting out 24bhp and 26Nm. As with all other Benellis, the TNT 25 will sound fantastic and its expected price tag will be even sweeter music to your ears.

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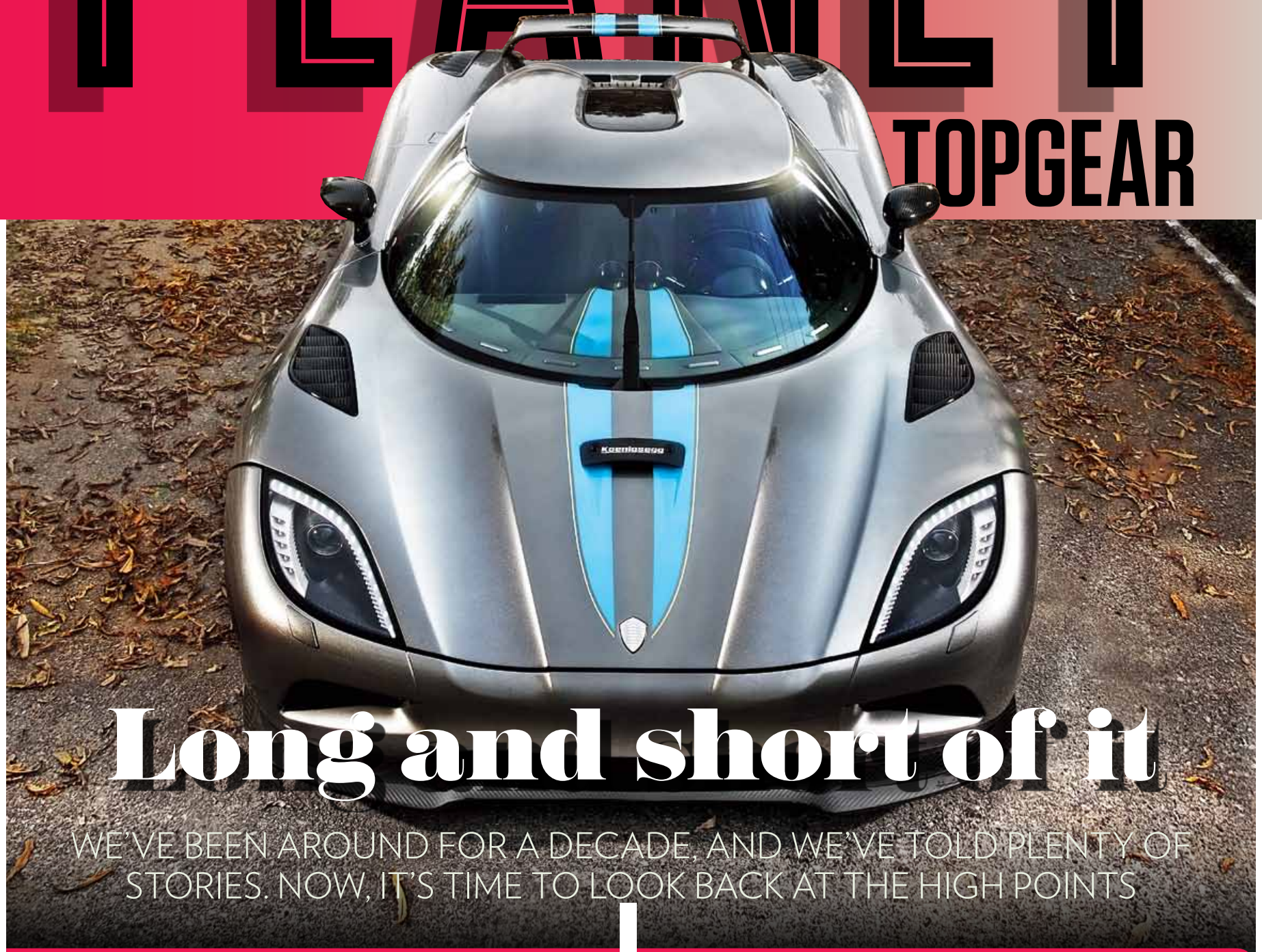
STORIES FROM OUR WEIRD WORLD AND THINGS THAT FLOAT OUR BOAT

PLANET TOPGEAR



Long and short of it

WE'VE BEEN AROUND FOR A DECADE, AND WE'VE TOLD PLENTY OF STORIES. NOW, IT'S TIME TO LOOK BACK AT THE HIGH POINTS

p025

ABHISHEK MISHRA
Says cars make for better weapons than guns

p026

SHREENAND SADHALE
On how TG TV altered the course of his life

p028

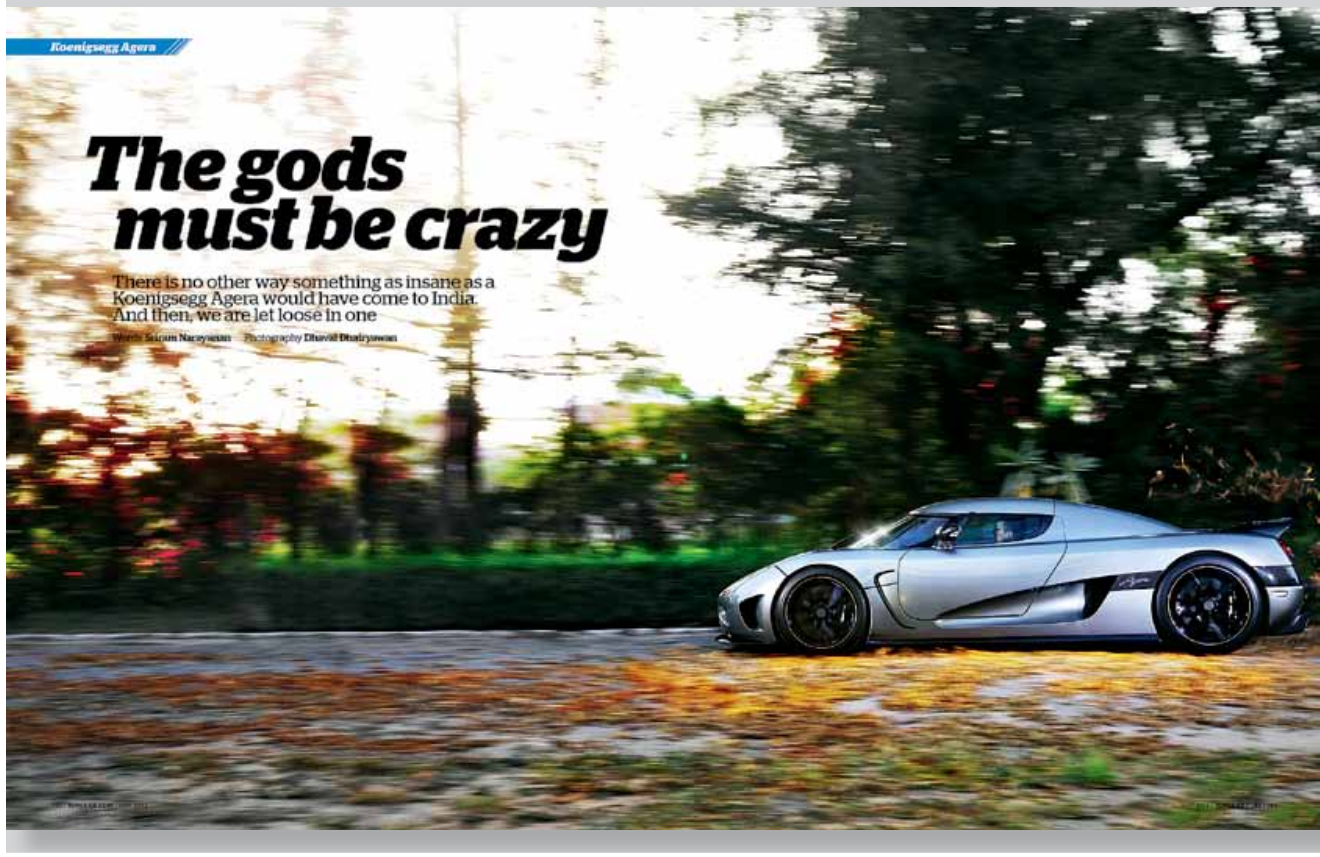
GAUTAM SEN
Ex-TG ed charts the evolution of the Indian car biz

p030

NISSAN GT ACADEMY
From mashing buttons to hooning 370Zs

Ten on 10

We do things differently – that's the way we operate. And, it's always worked for us. Here, then, in no particular order, are some of the articles that best reflect our attitude



MAY 2011

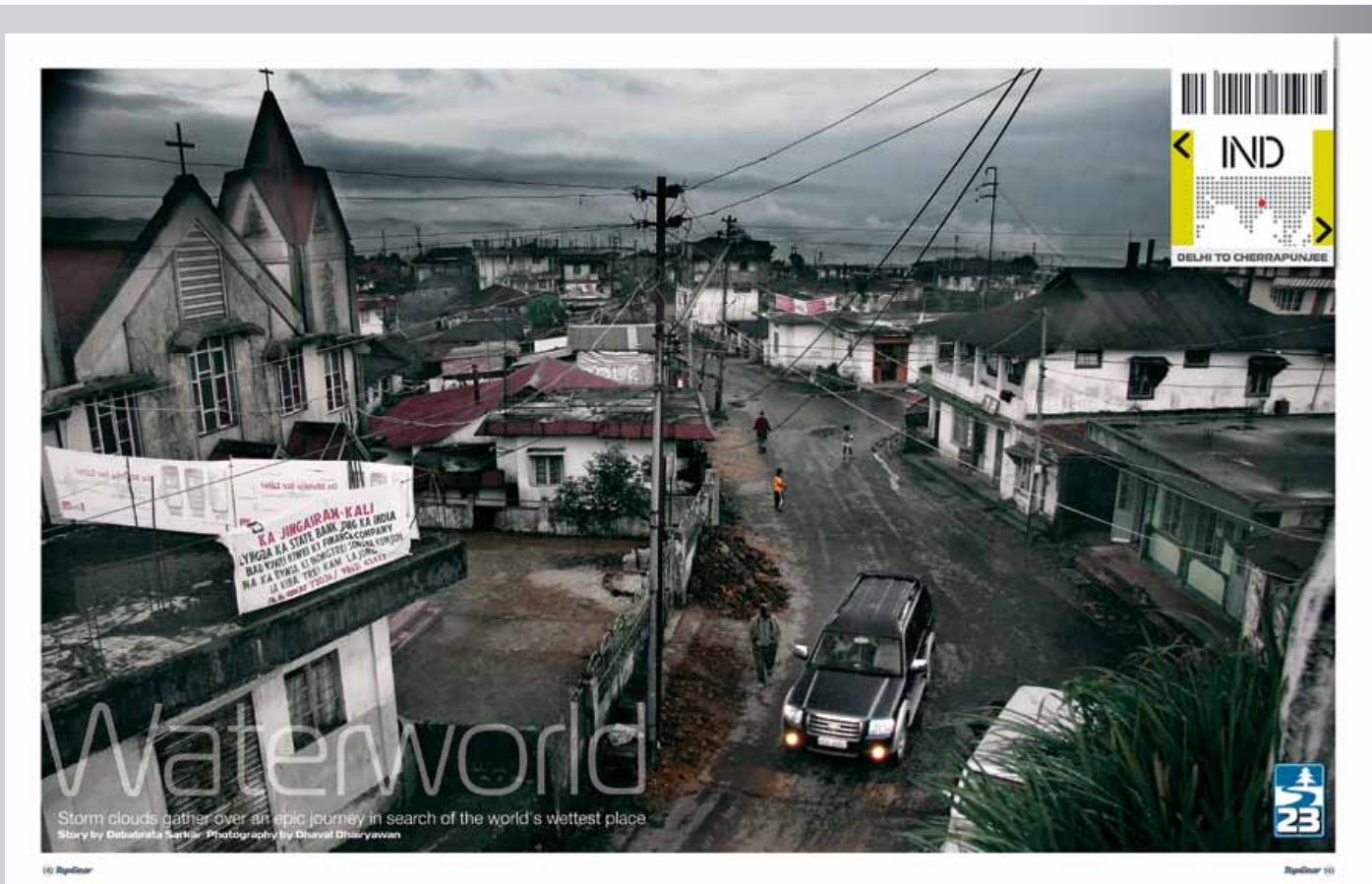
Swede Sensation

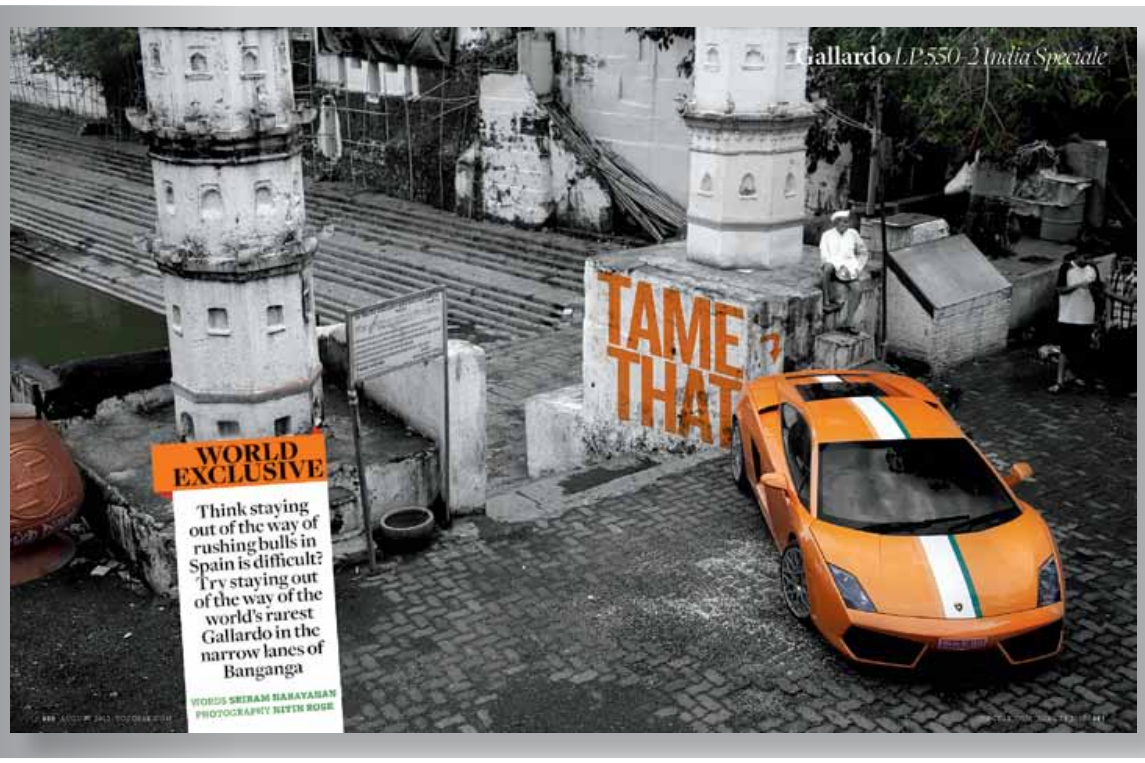
It came all the way from Sweden, and it was only interested in meeting us. Obviously.

OCTOBER 2007

Delhi to Cherrapunjee in a Ford Endeavour

We went to Cherrapunjee right when it was raining hardest out there. We paid no heed to advice from well-wishers, who told us that it made absolutely no sense. But, then, we are like that only.





AUGUST 2013

Tame Game

We are mad all the time, but, on certain days, we should be locked up. We mean, who else would have dared to take a Lamborghini Gallardo LP 550-2 India Speciale into one of Mumbai's most claustrophobic precincts? You know what we mean, right?

APRIL 2009

Little god of big things

As Confucius would have said, when in big city, take little car. Our take on the Tata Nano

JANUARY 2008

Cabin crew

Two men and an inflatable doll spend 24 hours in a Hyundai i10. Enough said.

JUNE 2012

Monks and Devils

On a Ducati Diavel in search of enlightenment. Our kind of enlightenment, that is. ➤

MARCH 2012

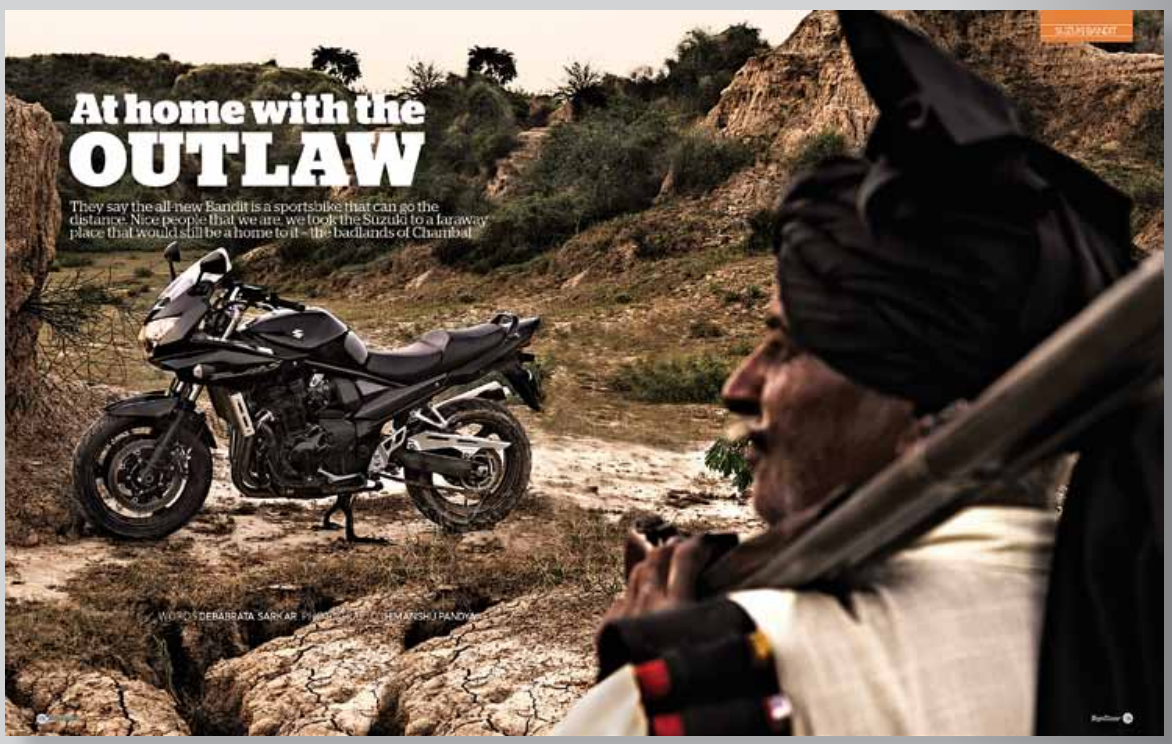
Jungle tales

Ever wondered what it's like to punch through a jungle in an SUV? We did exactly that in a VW Touareg

NOVEMBER 2010

Bandit Queen

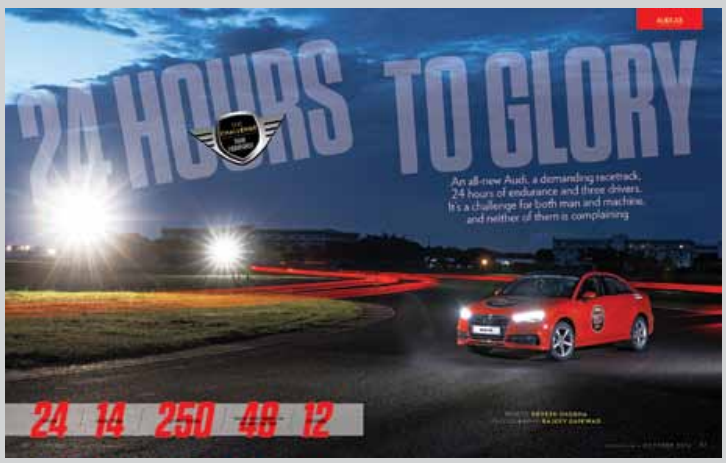
Riding through the badlands of Chambal on a sweet Suzi, and living to tell the tale.



OCTOBER 2014

24 Hours of TG

One Audi A3. 24 Hours at the MMSC track, in Chennai. Three test-drivers from TG. It was a day well spent.



OCTOBER 2009

Shooting practice

An Audi TT is good at many things. It also makes for an excellent moving target.

Abhishek Mishra

READS AN NCRB REPORT ON ACCIDENTAL DEATHS. LEARNS THAT CARS KILL MORE PEOPLE THAN GUNS

TWISTED THOUGHTS OF A HERMIT BATTLING SOBRIETY

In July, this year, Bollywood released the latest edition of a Salman Khan film. As I write this, that movie has made 600 crore rupees and is still running. Also in July, the National Crime Records Bureau (NCRB) released the 48th edition of a report called 'Accidental Deaths & Suicides in India, 2014.' It told us that last year, we lost 141,526 humans on our roads.

There's nothing in common between these two releases except that both happened in July, this year. What is mildly amusing is this – people are in awe of the number of rupees made by one release. And just *somewhat* concerned, perhaps for a few minutes, about the number of deaths listed in the second.

Numbers, experienced in perpetual and small doses, have a spectacular ability to dehumanise. We've read headlines like "four people killed in a highway mishap" or "biker mowed down by speeding SUV." But we read these death numbers only every other day or so; only a few accident stories ever get published.

Then, sometimes, some VIP dies in a road accident. News is more generous with that one death of course. But even there, coverage is pretty thin and wears out in less than a week.

It is for this reason that the reports put out by the NCRB are important. Because these annual numbers help us look back at the hell of our own creation, the hell as it happened last year. Needless to say, we will get to see the hell we are creating today once the 49th edition of this report comes out next year. Next year, when we'll be creating numbers for the 50th edition.

Let us for a moment talk about gun violence in the United States. It's a big issue. More than 12,500 people were killed by firearms in that country in 2014. In case you're wondering, guns killed about 3,600 in India last year.

Now, consider for a moment what a gun does. When a projectile exits a muzzle, it is most likely going where the human that fired it wants it to go. That human could have fired at a target on a shooting range. Or at another human being. The problem is the latter. Other human beings are killed because laws governing gun sale and ownership are shockingly lax in that country. Which is why those 12,500 deaths seem like such a tragedy. A gun is a weapon, and *that is the only purpose* there is to it.

"People enclosed in a ton of metal, travelling at speed, are far more effective at a purpose belonging to a weapon"

The purpose of a motor vehicle, on the other hand, is to transport people and goods from one place to another. *It is not a weapon*. And still, motor vehicles managed to kill more than a lakh and forty thousand people on our roads last year. In other words, people enclosed in a ton and a half of metal, travelling at speed, are far more effective at a purpose belonging to a weapon.

Motivated by the death of a minister in a road accident last year, the government has decided to amend laws and make them more stringent. Existing laws against drunken driving are also being better implemented. This is a good thing. But I think the bigger problem on our hands is sober drivers. The NCRB report offers evidence.

Of the 1,41,526 road fatalities last year, 90,781 were due to 'dangerous or careless driving / overtaking / etc.' and 'over-speeding.' Just these two causes led to 67.1 per cent of all deaths. How many deaths did driving under the influence of alcohol or drugs cause? 2,591. That's 1.6 per cent of the total number.

Sure, it's a good thing that authorities are pursuing the cause of 1.6 per cent deaths. They need to try even harder, though, and address the two causes that are responsible for 67.1 per cent of the fatalities.

Accidental Deaths & Suicides in India. Nice title, right? After seeing the number of road deaths the NCRB report lists, it must take something more than faith or bravery or audacity to drive on our roads. And I know what that something more is. For 2015, NCRB should change the report title to 'Accidental Deaths in Suicidal India.'

The views expressed in this column are solely those of the author.

ILLUSTRATION: BOB

Shreenand Sadhale

ON COCKNEY ACCENTS, BUSINESS CLASS TRAVEL AND HAPPY BIRTHDAYS

FULL TIME PILOT, PART-TIME MOTORING JOURNALIST. SOME GUYS HAVE IT ALL...

I don't quite remember when I first watched *TopGear* on the telly. In fact, the first few times that I saw it, I couldn't even comprehend it. And it wasn't just because of the cockney accent.

You see, satellite TV had just made it to India, and I was still reeling from the shock of being able to watch a live sporting event that was never interrupted by a 'special announcement' by Doordarshan's lovely announcers. News was being delivered as it happened, and all those numbers on that nifty remote (pure owner's pride, that) had started to mean something. As if all this wasn't enough, every Thursday evening, a man with frizzy hair would drive red and orange cars as if he had a bee up his trousers. What the hell was going on?

Even when that accent started making sense, I just couldn't wrap my head around the entire thing. How could someone drive these brilliant machines and talk about them for a living? And if such a job did exist, why wasn't it coming up in those 'career counselling' sessions?

Anyway, some time during college, my parents thought it would be a good idea for me to become a member of the British Council Library. To expand my horizons, as it were. And, they were right. This 'Google in a room' place had a magazine version of the TV show, and it featured that frizzy-haired fellow and his friends. Just leafing through the magazine was enough to banish the drudgery of engineering school. What was common to the TV show and the magazine, though, was the way these guys spoke about automobiles. This wasn't sandbox prose with torque curves and fuel consumption graphs. Here, writers were comparing engines to Moulinex mixers and bland automobiles to refrigerators, and that struck a chord. I was never going to make it to television, what with that radio face, but the writing... yup, I could happily spend eight hours a day doing that.

The first time I met a motoring journalist – it was at an auto show – I bombarded the poor sod with so many questions, he probably thought I was ex-KGB. But, he did give me a piece of solid advice: "Read as much as you can, because there's no end to the learning." Turns out he knew what he was talking about, because today, he's heading this very magazine.

> **"I was never going to make it to TV with that radio face, but writing... that I could do"**

I did luck out soon enough, though, when the entire team at one of India's oldest auto mags walked out. In walked yours truly, who was all of 22. And, if you thought I was young, you should've seen the next recruit. Both of us were just out of college and eager to prove ourselves. At press conferences, in which senior hacks busied themselves with the buffet, we would obsess about panel gaps with top-level management, most of who, I'm sure, were 'eager' to listen to a couple of acne-afflicted nincompoops. But we had fun. We sat next to each other at work, and it's pure serendipity that over a decade later our columns appear a page apart in this magazine.

Anyway, as a motoring journalist, I got to drive some very fast cars in some very fancy places. And I got to all those places lounging on seats that were at the pointy end of airplanes. Sure, there were a few hardships along the way. Like the one time we flew economy class to Germany. Just kidding.

Then, there were the people. At press conferences and other events, I met some of the best brains in the business, from CEOs to designers, engineers and even grand prix racers. Just like Twitter, but way more real.

The point of all that chest-thumping is to let you know if you've been looking at this smashing anniversary issue and wondering if you should come over to this side of the fence, I couldn't recommend it more. You won't be the richest person in the room, but you sure as hell will be the most interesting. As for me, I shudder to think what would've happened if I had switched off the TV and done my homework instead. So, thank you, *TopGear*, and hope you have a good one!

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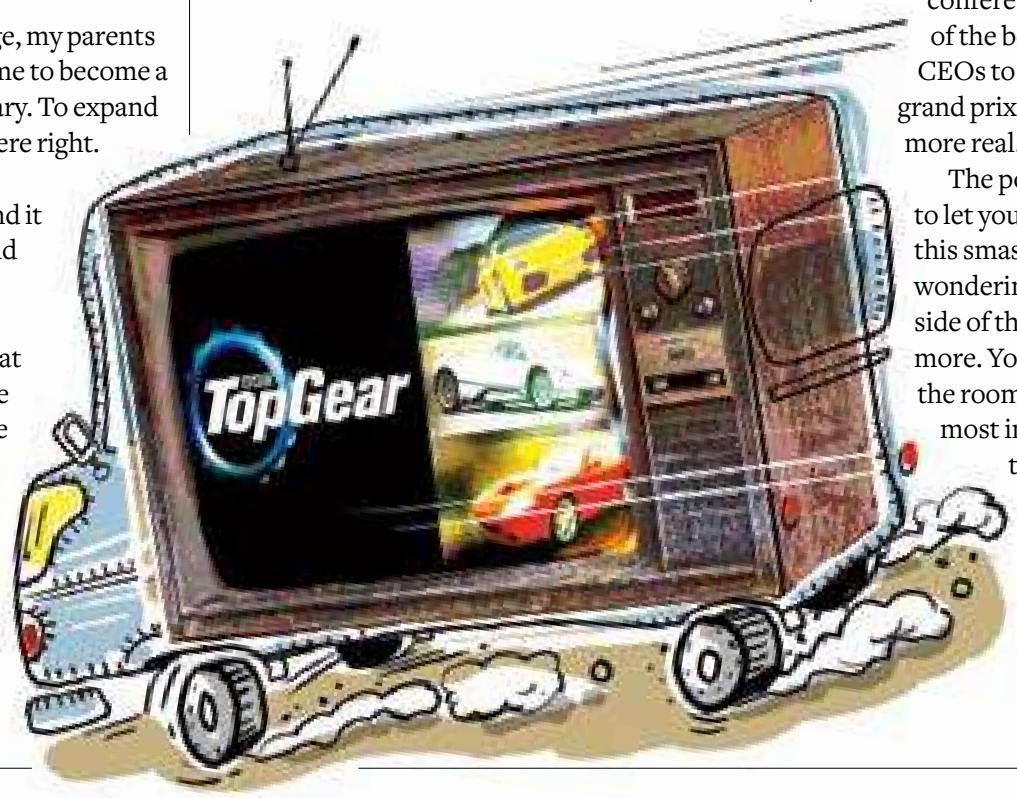

ILLUSTRATION: BOB

Sriram Narayanan

ON HOW CUFFLINKS AND EXPENSIVE JACKETS COULD RUIN AN EXTREMELY FINE CAR

ON THINGS THAT MOVE, AND THINGS THAT MOVE HIM

The internet makes ignorance a non-factor. If I want I could write a paragraph on, say, botany, and make it seem like I know everything from pollination to photosynthesis. Or, is that biology? See? To be sure, all I need to do is look it up on Google, and I can be an expert in whatever I choose to be an expert in for the day. Botany aside, another area I don't have any expertise in is fashion. I know Armani makes expensive jackets. And Savile Row in London is where you go for custom-made suits. My knowledge about cufflinks is as good as anybody's on life after death. I could look it up online and brandish names of some bespoke brands. If there are any, that is. But that'd be pointless.

By now, though, you'd have got my point. I don't care. And, like me, there are millions of others who don't. Clothes may make a man. Or a woman. But there's only so much well-tailored fabric can do. Jackky Bhagnani won't become Shah Rukh Khan just because both go to the same tailor. Somebody please tell this to Maruti. It has launched the S-Cross. It calls it a premium crossover. And, it will sell it to you exclusively through, er, exclusiveNexa dealerships. These outlets have waiting areas with fancy decor. The person showing you around will be sharply-dressed. I don't understand business, but I can safely say the cost of setting up these upscale dealerships isn't going to be low. And where do you think the company will recover these costs from?

I have had the S-Cross with me for a month. It's a brilliant car that could be ruined by the premium aspirations that's always been simmering inside Maruti; now raging, threatening to turn into a ball of fire. For a company that still has the biggest market share in a country with the second-largest population in the world, why would Maruti feel insecure about its stature, or brand perception?

I have had the car for some time, and Maruti loyalists – of which there are plenty – have come rather enthusiastically to check out the S-Cross. Impressed, they ask me for the price. And I tell them "₹16.95 lakh, on-road, Mumbai". They stare at me like I am a streaker, turn around, get into their Maruti and drive off.

> **"Jackky Bhagnani won't turn into SRK just because they both go to the same tailor"**

Maruti enjoys immense loyalty, faith and goodwill. Things really difficult to build. Things money can't buy, or marketing can't sell. Things actual premium carmakers don't have, but would kill to have. A Maruti is probably the first car you'd have driven or owned. And, even when the company comes out with an average to below-average product, people queue up for one just because of Maruti's reliable service quality and network.

Does Maruti want to abandon all this, and think that by selling a good car at a high price in a fancy dealership with well-dressed sales personnel is going to get Audi, BMW or Mercedes customers to shift over? Does it think the person who values the prices of spare parts or the reach of his car brand's dealer network really cares about the cufflinks the sales personnel wear?

The S-Cross is the right size between a hatch with plastic cladding and a medium-sized SUV. The cabin is well-designed and versatile. The rear passenger and luggage areas are extremely spacious. The engine is refined, handling is sound and there is enough clearance and protection to keep your car safe from potholes, unmarked dividers and speedbreakers. Just the car our kind of landscape needs.

TG's photographer, Himanshu Pandya, put it really well when he told me, "Why is Maruti trying to cater to people who look down on it? Instead, there are plenty who look up to the name." So listen up, Maruti. The S-Cross is a great car. Just go easy on your premium aspirations. You are good just the way you are.

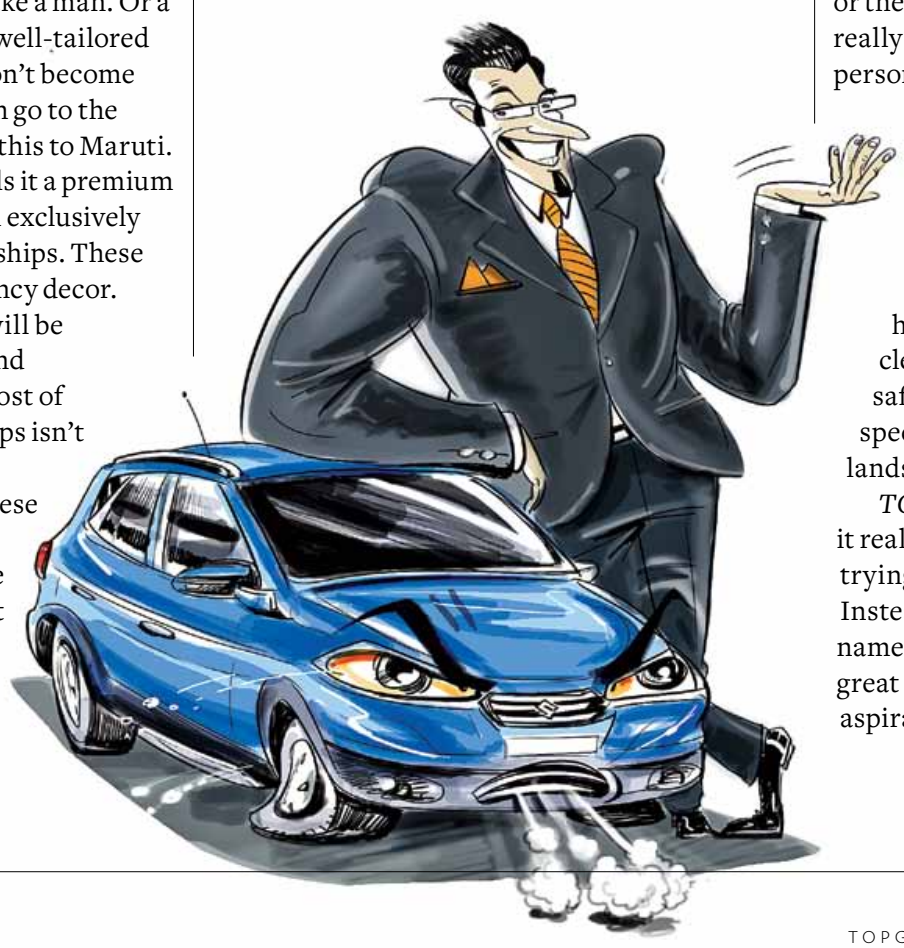

ILLUSTRATION: BOB

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sriram@topgearindia.net

Gautam Sen

ON HOW THE INDIAN CAR INDUSTRY HAS EVOLVED IN THE LAST DECADE

THE MAN WHO WAS AT THE HELM OF TG WHEN IT WAS BORN

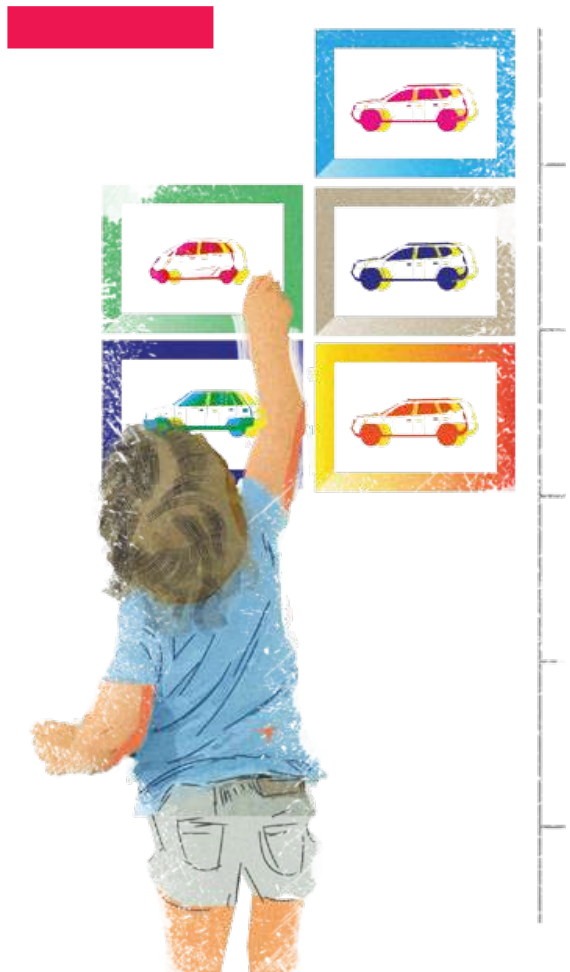
With a little over 3.84 million four-wheelers produced last year, India was the world's sixth biggest automobile manufacturer, behind China, the US, Japan, Germany and South Korea. Ten years ago, India ranked 12th, having produced 1.64 million cars in 2005. Since then, production has grown by more than twofold, vaulting India six places in the world pecking order, which, incidentally, in the meantime, has changed radically.

The top four places then had long-time giants – the US, Japan and Germany – dominating, but with a new powerhouse, China, shouldering in amidst them, at an aggressive fourth, ahead of South Korea and France, with erstwhile number two, the UK, having already tumbled all the way down to 10th overall. A decade, a major recession and many marque upheavals later, the automobile industry is in a shambles in several countries (with France and the UK down to 13th and 14th respectively, Japanese auto brands' market share eroding from 16 to less than 11 per cent worldwide. And yet, the worldwide overall is up from 66.5 million automobiles produced in 2005 to 89.7 million last year. China has cemented its numero uno status, Mexico and Brazil have become important car manufacturing nations, while India has been chugging along determinedly.

With the strong possibility of getting to number three in less than a decade's time, the Indian auto industry, though, has had its fair share of short-term hiccups. And, even if the names occupying the top two spots in the Indian pecking order haven't changed – Maruti and Hyundai account for more than three-fifths of the market – the rest have been battling it out hammer and tongs. Tata Motors, flush with the success of the slow-starting Indica, and its derivative, the Indigo, was, by 2005, in an impressive third place, and all set to make its next big leap. And, as GM, Ford, Honda and Toyota struggled to find their bearings, other giants such as Volkswagen, Nissan and Renault waded in, eyeing the potential of a promising growth scenario, but soon found themselves in the quicksand of a complicated and capricious market.

With these dozen-odd majors scrapping in a protected market, the bloodbath resulted in many casualties: Tata has slipped to a shameful sixth after its much-vaunted car for the people bombed, as did the replacements for the Indica, Indica Vista and Indigo CS, GM is trying to start all over again, Ford has had a few ups and many downs, VW and Skoda are into their umpteenth rejigging, Renault-Nissan is yet to get its act together and is reduced to relying on exports for survival, as Mahindra just about hangs on to a closely-fought fourth by the very skin of its ageing teeth. Yet, stalwarts like Maruti and Hyundai have been going from strength to strength, churning out one success after another. Honda, in the meantime, has joined the bandwagon, rolling out several successes, too, and, in the process, vaulted to third place. But, most importantly, what these three carmakers have been able to gauge best is the changing nature of the Indian consumer.

"Cheap but uncheerful is just not acceptable in India any more"



Even if the sales of small cars accounted for more than three-quarters of the market in 2005, and even if the government encouraged the making and selling of smaller cars by providing significantly lower excise duty for sub-four metre cars (since 2006), the market has been shifting away, so much so that small hatchbacks now account for less than two-thirds of the total pie.

Though the appeal remains for a reasonably priced people's car, cheap, but uncheerful, is just not acceptable, as proven by the failure of the too-basic Tata Nano and the Datsun Go. The other lesson was that designing, or at least tailoring, a product for India was a very important ingredient for success — both the Maruti DZire and the Honda Amaze are examples of this hypothesis. The third lesson was that a car that had been successful in some other markets may not succeed in India unless modified to suit Indian tastes and requirements, which was what was done to both the Wagon R (which succeeded) and the Zen Estilo (which didn't).

But the most important lesson is that of reactivity – the carmakers who haven't managed to redesign, rework or redevelop their cars to cater to this ever-changing market have seen their market share fall, their products falter, even after successful beginnings. Design dexterity and the ability to reinvent oneself remain the most important ingredients for success in India.

The views expressed in this column are solely those of the author.

ILLUSTRATION: ADEL R; PHOTOGRAPH: SANJAY BORADE

Ask Uncle TopGear

OUR MYSTERIOUS AGONY UNCLE HELPS SOLVE YOUR DILEMMAS. SORRY IF HE GETS A BIT GRUMPY

Dear Uncle TG

How heavy do you think one of these full-size SUVs would be?
Christina Fernandes, via email

I don't know. It would be very rude to ask them that.

Dear Uncle TG

My local Maruti dealer is offering me a pretty sizeable discount on a hatchback. Should I take it?
Ronnie Kumar, via email

Take it? Goodness, no. I would pay a sizeable amount of money for it. Otherwise the police may become involved.

Dear Uncle TG

A mysterious orange light has appeared on the dashboard of my hatchback. The handbook says this is the 'check engine' warning. Is this serious?
Ramesh Nath, Delhi

More serious than stripy engine, not as serious as tartan gearbox.

Dear Uncle TG

I'm looking for a new family car and notice that some models now come with TVs in the headrests. My kids would love that, but it's often an expensive option. Is it worth it?
Ramprasad Yadav, Bhopal

I'm sure your children would greatly enjoy such a feature. Your decision rests on whether, in the event of an accident, you would like to be smacked over the head with a small television.

Brake hard, see your kids fly into small televisions face-first

ILLUSTRATION: JAGDISH LIMBACHIYA

EMAIL US YOUR QUERIES FOR UNCLE TG...
askuncletopgear@topgearindia.net

You don't ask an SUV how much it weighs

Dear Uncle TG

Help! My parents are thinking of buying a minivan and I don't wanna seem like I have a soccer mom as a mom every time I get dropped off at school.
Ahana, via email

Simply ask your parents to write 'LADYBOY BADMINTON ACADEMY' down the side of their new car. Problem solved!

Dear Uncle TG

I'm looking to replace my faithful but ageing Skoda Superb with a similar sort of car. What would you recommend?
Sartaj Singh, via email

In my expert opinion, the most similar sort of car to your Skoda Superb is another Skoda Superb, so you should probably get one of those. Or a similar sort of car.

Dear Uncle TG

I think of lorries as elephants of the road. What do you reckon?
Mahesh Sagar, via email

Would it be terribly rude to ask you not to write to me ever again?

Dear Uncle TG

I'm starting a new job next month, and the only way to get to my workplace is by driving. I don't actually have a car at the moment. Can you please recommend four or five cars for my new commute?
Jignesh Dalal, by email

Let's not get carried away here. Four or five cars are simply too many to start with. Apart from anything else, trying to marshal them all on your daily commute would become a logistical nightmare. I would recommend starting with one car and taking it from there.

Game Boys to Men

Akshay Gupta was the best of the Indian finalists who travelled to Silverstone

What does it feel like to be playing Gran Turismo 6 one day and driving an actual race car the next? TG heads to the Nismo GT Academy Asia race camp, in Silverstone, to find out

WORDS: MURALI K MENON

Mark Shulzhitskiy's wondrous story is an oft-told one, but, for motorsport fans and gamers, it probably gets more wondrous with each retelling. Some four years ago, Shulzhitskiy was a fisherman in Vladivostok, Russia. But, he was a fisherman who wanted to race, and of course, he had no hope in hell to be able to do that. Then, in 2012, he became the Nissan PlayStation 3 Gran Turismo Academy champ for Russia. Today, the 26-year-old races in the Blancpain Endurance series, and earlier this year, he also drove the GT-R LM Nismo at Le Mans. That's almost like playing FIFA on your PS4, and then suddenly finding yourself tackling Leo Messi at Camp Nou. I'm reminded of Shulzhitskiy when I meet Akshay Gupta at the final rounds of the GT Academy Asia race camp at Silverstone.

Team India preps for the sand buggy challenge

Gupta, 22, is one of the two Indians standing in the Asian finals. Tomorrow, he will race in a Nismo 370Z against his compatriot, Shantanu Kallianpurkar and other competitors from the Philippines, Japan, Indonesia and Thailand. If he wins, he could go on to race for Nissan in the Dubai 24-hours; if he loses, well, let's not talk about that now.

Gupta is yet another of those four million racing-mad gamers the GT Academy has attracted since its launch in 2008. For the record, the Academy has eight editions across the world and its own television show with around 100 million viewers, and it all started when Sony went to Nissan and probably said, 'Look, we've got the console, you've got the cars. How about we get

together and... you think it could work?' Is it as simple as that, I ask Gupta. Can a good gamer be a good racing driver?

Gupta, an automobile engineering student, is a wiry young man with wavy hair and a ready smile. "Yes, that's how it works. I've driven so many times around this track (Silverstone) virtually that I know it by heart, and the cars behave exactly the way they do online. It's unreal."

Karun Chandhok, the Indian team's mentor, however, thinks that gamers depend too much on visual markers. "They know the circuit, but that knowledge is based on the circuits they have 'driven' on on consoles. They still have to learn to come to terms with real feedback."

Gupta's father works with a public sector bank, in Ahmedabad, and his mother is a homemaker. He rides a Honda Activa, and, at times, drives his father's Ford Fiesta. He started practicing for the GT Academy's India leg about two months before it kicked off, and clocked some 20,000km on Gran Turismo 6, on a friend's PlayStation. Gupta, who claims to have been world no.2 at one time on racing sim Live for Speed, had it all sorted.

"I knew I always had a good chance to get into the final five from India. I was always in the top ten, and all I've had to do here, at Silverstone, is get a hang of the car's set-up and get it to behave the way I want it to." Is there anything that he is uneasy about, or not used to?

"The fear of crashing. It doesn't matter how many times I crash online, out here, though..."

The journey from Ahmedabad to Silverstone saw Gupta come out ahead of around 10,000 competitors from India; outwit, along with Kalianpurkar, the other national finalists who travelled with him to Silverstone; subject himself to a ninja assault course; triumph in a gymkhana-style knockout and a sand buggy challenge; and drive creditably enough in a Micra stock car relay race to qualify for the finals.

"IT'S A CULTURAL THING. INDIANS ARE TOO POLITE," SAYS CHANDHOK

A few words from Chandhok before the guys take off in their Formula 3000s

What does Chandhok think of Gupta's chances? "Shantanu is a battering ram, very brave and just goes pedal to metal. Akshay is a driver who thinks, and reads a race well. But sometimes, he overthinks. I mean, during practice, he will do a 1:21, and then when I yell at him, he goes back and does 1:18. I'm amazed how he manages to shave off those three to four seconds each time I yell at him." Karun seems generally happy with the way his wards have performed, but he thinks there is something off with the mental make-up. "You know, I think it's a cultural thing, we are too polite. The other guys, the Aussies, for instance, they walk around like they own the place, and we people seem overawed by it all."

The next morning, an overcast one, sees the finalists perform flying laps around Silverstone in a Nismo 370Z. The way they drive in the morning before the final race will decide who gets in, and who has to leave. Chandhok chooses Gupta to represent India in the Asia finals, and soon, it's on

The final race was a ten-lapper in Nismo 370Z race cars

FROM CONSOLE TO CIRCUIT

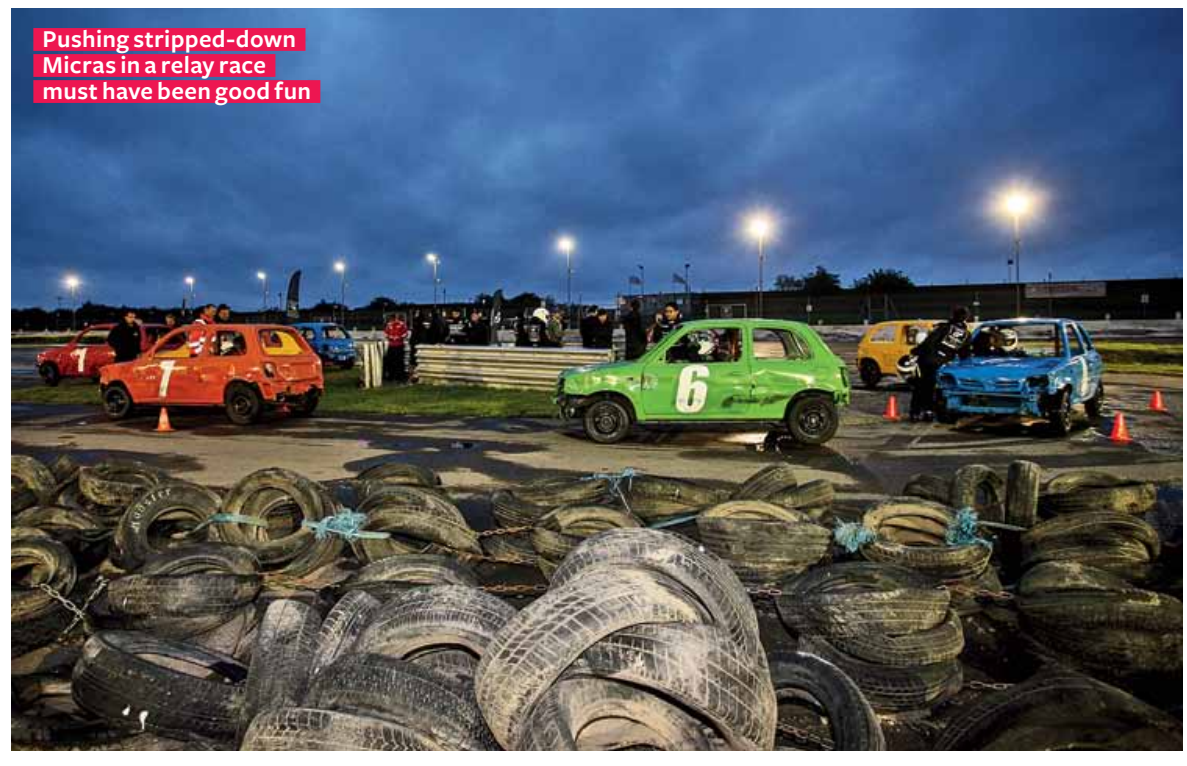
GT Academy Asia finalist Akshay Gupta on how to play it right on GT6

- Start playing right away. The fastest guys in GT Academy are the guys who have clocked the most amount of miles on the game. I did 20,000km miles in two months to get selected.
- Don't worry a lot about buying expensive equipment. That kind of stuff won't necessarily make you quick. I used to play with a mouse on a simulator, and I was world no.2 at one point on Live for Speed. Just buy any wheel with Force Feedback. A VFM option is the Logitech Driving Force GT.
- Play with different cars on different layouts. The most crucial skill required to win GT Academy is adaptability. If you just stick to one car and a track that you love, it won't teach you enough. Do a bit of everything and make sure you reach the optimum pace with each combination in as little time as possible.
- It's a misconception that fitness won't help you be a better gamer. When you're fit, your body works better. If you're fitter, you feel more in control of your body and thus you can find those extra tenths.
- Play online. Compete with the best in the world. It teaches you race craft and the art of performing under pressure. It's also a lot of fun.
- Get your seating position right. Like in any racecar, a driver has to be comfortable enough to use the controls to the optimum, and that's true for simulators, too. I got a bucket seat from my college team's BAJA project and mounted it on a set of old tyres from my Fiesta. Worked like a charm.
- Never give up on simulators. Keep finding new ways to get faster and learn a few things that only real gamers learn. Simulators teach you a lot.
- When you hit a plateau, try different things, everything, anything. Different gears, different entries into a corner, different exit lines, balance the car in a different way...
- Play with distractions. Turn up the volume. Challenge friends to try and distract you. Try seating positions you are not used to. This way, you will be prepared for the different conditions you will encounter in both the national finals and in real race cars.

to the decider – a ten-lap race. Gupta is fourth on the grid, and watching him race, in fact, watching the five competitors race, I find it tough to believe they've never raced before. They certainly drive better than I do, and many other auto journalists I know. It's clear right from the beginning, though, that Gupta is never quite in the race. He does drive well enough to fend off a spirited challenge from Thailand's Nathayos Sirigaya to finish third.

I meet him that night at dinner. So, what went wrong? Bad day at the office? "I don't know. I was always worried about whether the guy behind me would crash into me. I was always looking into the rear-view mirror."

"When you are driving, you look ahead, not behind," says a veteran Indian auto journalist. That's sound advice. Once Gupta gets back to India, where he will have to go through the grind again if he intends to achieve his dream of becoming a race driver, he would also do well to be less polite. And, like the Aussies, it would be a good idea to walk around the circuits, the grand stand and the entire event as if he owns everything around him. TG



Pushing stripped-down Micras in a relay race must have been good fun

TG Watch Report

Ten great watches for petrolheads

GRAHAM SILVERSTONE RS ENDURANCE 24HR

The Silverstone RS has a dual timekeeping system, and it's an out and out motorsport-inspired watch. What's not to like? ***graham1695.com***

AUTODROMO MONOPOSTO

Autodromo's driving watches are built to a single end: to make you want to drive a fast car on winding roads. Nothing more, nothing less. ***autodromo.com***

RALPH LAUREN AUTOMOTIVE SKELETON

Ralph Lauren owns a Bugatti 57SC Atlantic Coupe, he has designed a watch inspired by it. The chronograph features Amboyna burl wood and has a 45-hour energy reserve.

CHOPARD SUPERFAST CHRONO PORSCHE 919 EDITION

The 919 edition celebrates the Le Mans-winning hybrid automobile. The 45mm watch is powered by a mechanical Chopard movement, and the stripes on the dial are inspired by the racing car's rear diffuser. ***chopard.com***

BRM BT-12 46 GULF

The inspiration for this watch comes from the Porsche 917, driven by Steve McQueen in *Le Mans*. The design evokes a MotoGP engine and the strap is made of seatbelt material from a racecar. ***brm-manufacture.com***

IWC INGENIEUR DOUBLE CHRONOGRAPH TITANIUM

IWC partners Mercedes AMG Petronas in F1, and the Double Chronograph will fit right in in the pit lane. The case and bezel are made of titanium and so are the crown, the crown protector and the push-buttons. ***iwc.com***

TAG HEUER SENNA COLLECTION

Tag and McLaren go a long way, and to mark the 30th anniversary of their association, the watchmaker recently issued four watches that paid homage to the world's greatest ever F1 driver. The collection comprises of two steel Formula 1 chronographs and two Carrera Calibre 16 Chronographs. ***tagheuer.com***

JAGUAR-BREMONT MKI

A watch that is inspired by the E-Type, 'the most beautiful car ever made', better be good, and Bremont has been equal to the task with the MKI. The MKI is powered by Bremont's self-winding movement and was sold along with the 'new' Lightweight E-Types. ***bremont.com***

BULGARI OCTO MASERATI CHRONOGRAPH

Maserati celebrated 100 years in style last year, and Bulgari's Octo Chrono was among the tributes that poured in. The Octo is a self-winding chronograph, and only 1914 pieces will be made. ***bulgari.com***

BREITLING FOR BENTLEY SUPERSPORTS CHRONOGRAPH

A tribute to the Continental Supersports, the holder of the world ice speed record, the timepiece has a dashboard-style dial in Royal Ebony, the subdials can be ordered in blue, orange or white. ***breitling.com***

Going with the flow

3,000 kilometres, eight states, eight rivers, four friends, one car. *TG* fans celebrate the 10th anniversary of the mag with another icon that's turned 10: the Maruti Swift

WORDS: **PIJUSH BISWAS** PHOTOGRAPHY: **SAPTARSHI BISWAS**

My friends Rishi, Anirban, Sam and I wanted to do something special this Independence Day. We didn't want to spend time at home watching television and staying glued to our mobile phones. A long drive seemed like a good idea. Like, a really long drive. 3,000km across five states, 12 major townships and along eight rivers sounded like a plan, but we wanted to do it in a car that not only embodies the spirit of freedom, but is also accessible enough for thousands of young, free-spirited people. Among all the hatches launched in the last decade, the Swift is the one that comes closest to being the new 'people's car'. And, as it happened, the Swift also turned ten this year. So, the tenth anniversary of *TopGear* and 10 years of the Swift was as good an

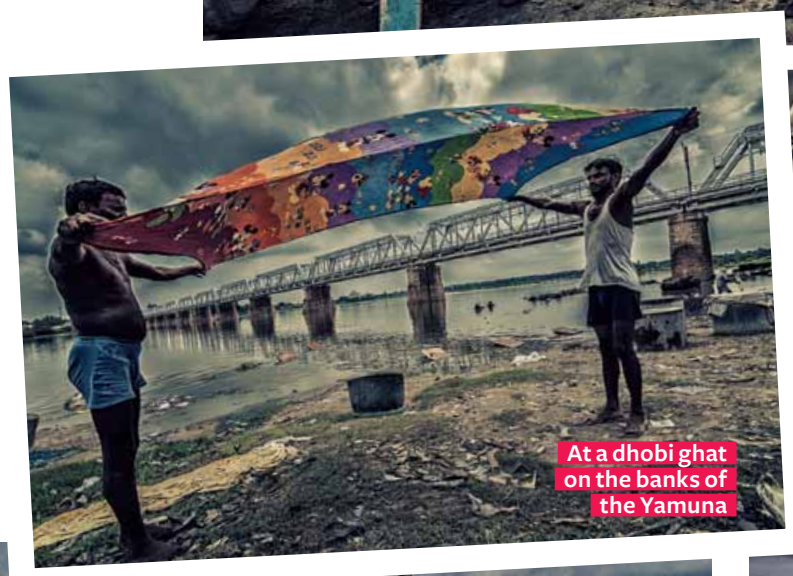
occasion to hit the road as any. We spoke to our friends at *TG*, they got us a Swift ZDI, and soon, we were a go.

We started on a hazy morning on August 14, and hit the Grand Trunk Road on which the plucky Swift shared space with tourist buses, cars and lumbering trucks. The air smelled of exhaust fumes and a quaint mixture of cotton, food grain and vegetables, which were being transported to cities that lie along this river of tarmac. Our first stop was a wet and flooded Vrindavan. The town had been ambushed by a sudden downpour, but the Swift tackled the watery chaos admirably and was immensely manoeuvrable in the claustrophobic alleys of the town. But the downpour and all that water from the heavens that pours down each year can never revive the Yamuna, which once flowed near Vrindavan, and which was strangled in 2005 by our apathy.

The sight of a dead, polluted river made us downcast, but we decided to look ahead and the road led us to Bharatpur and Agra. We drove around Mughal monuments in Agra by night, and the next morning pointed the nose of the car towards Chambal. We had an eventful time in Etawah, where an old man drew a map and directed us towards the Pachnada, the confluence of the Chambal, Yamuna, Kunwari, Sind and Pahuj rivers. We were keen to head there, but there were two problems. Pachnada was in the middle of nowhere, actually, it was deep inside the forests in Chambal, and it was a route with no telephone network. But, we went anyway. The Swift tackled the roads, or the lack of it, like an ace. If it were not for its sorted suspension, we would have had a tough time managing the road that was pockmarked with craters. While dacoits still roam the badlands of Chambal, the authorities have more or less got a handle on the situation and the region is peaceful now. But, just in case you are planning to drive through it, a word of advice: it is always good to be cautious. It took us a long time to reach the Pachnada, but it was worth the time and the effort. We saw endangered Gangetic dolphins and gharials, and, deep inside the jungle, experienced a peace seldom found in cities.

We had some great food all along the route, but Lucknow was something else. We had all kinds of kababs in Aminabad, from kakori to galawati, and after recovering from our indiscriminate feasting, we visited the ➤

Taking a breather outside the Agra fort



At a dhobi ghat on the banks of the Yamuna

The Swift at the gates of Fatehpur Sikri

city's imambaras before heading to Allahabad. We reached Allahabad early in the morning and after breakfast, drove towards the Sangam, the confluence of three of the holiest rivers in India – the Ganga, the Yamuna and the Saraswati. In Allahabad, we also encountered a rather interesting man. Nejammudin 'Maruti', a businessman, who is famous in the city for his fascination with Marutis, and has owned many of the company's cars. At present, he drives a... you guessed it, a Swift. "It is not just a car, it is part of my family," Nejammudin told us, admiring our Swift.

From Allahabad to Varanasi is just two hours, but the 'City of Light', a place which, according to Mark Twain, is "older than history, older than tradition, older even than legend, and looks twice as old as all of them put together", is on a different plane. At the ghats, we witnessed sadhus covered in ash, local kids speaking fluent Mandarin, a German chanting the Ganga Stuti, and little lamps setting the river alight. Varanasi, we all agreed, was a city as much to seen as it was to be felt within. Ten days after we left Delhi, we reached Kolkata. We took the car to a Maruti service station, but, after a quick check, the guys over there informed us that the car was in good shape. We were not surprised. HR 26 CJ 1161 never once let us down, all the way from Delhi to Kolkata. That evening we booked comfortable rooms with large baths. It was time to shake off the dust of travel. The Swift, meanwhile, was to go to another set of journos. Another epic drive only for the men. For the machine, it would have been business as usual. TG

At the Pachnada, the confluence of Kunwari, Pahuj, Yamuna, Chambal and Sindh rivers

YOU KNOW HOW IT IS: THERE'S ALWAYS SOME KIND OF TEST, BEFORE THEY LET YOU INTO THE GANG.

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SHOPPING SMART

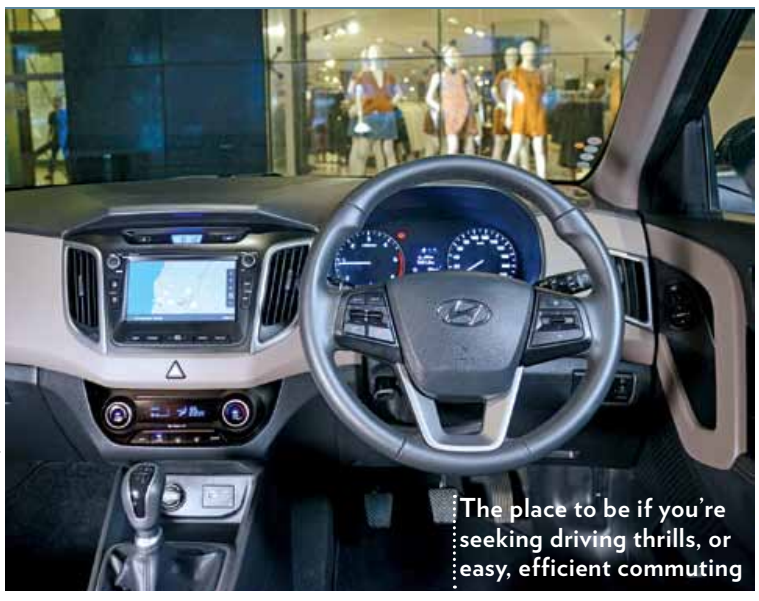
There was a time when finding a capable, well-appointed SUV that exuded style was difficult. Then came the Hyundai Creta

The modern Indian demands more from his or her SUV. Gone are the days when a vehicle was built to suit a purpose, to excel at performing a certain task. Cars and SUVs are expected to be multitaskers today. An SUV has to be bold, imposing, rugged and capable when the terrain gets tough on out-of-town roads, and equally user-friendly to drive around in the city. The Hyundai Creta is a compact SUV that caters to each and every one of these requirements, but more importantly, it goes a step further. The Creta, with its Fluidic Sculpture 2.0, maintains an emphasis on style and manages to look both sporty and purposeful, and effortlessly tackles the dual duties of an SUV.

The Creta is a well-balanced car and is tastefully designed, with just the right amount of chrome bits on its exterior, and overall, it looks highly sophisticated and classy. The interior, too, is well-appointed, and is designed to the meet the most exacting of expectations. The seats comfortably accommodate five passengers and there is generous legroom; the boot can accommodate shopping bags of all sizes, and the rear AC vents help cool the cabin pretty quick after a long, exhausting day at the mall. The Creta's ergonomics are spot on. The dual-tone interior blends well with the high quality materials used inside the cabin, and the features list includes steering-mounted controls, touchscreen with Bluetooth enabled infotainment system, climate control, auto folding mirrors, auto-locking doors, keyless entry, anti-pinch windows, keyless ignition, etc, making it the best cabin in the business. Safety features include six airbags, ABS, EBD, rear parking camera and sensors. The long list of features in the Creta dwarfs those found on its competitors.

With its perfectly balanced suspension setup aided by 190mm of ground clearance, the Creta is more than

'THE CRETA WILL ENSURE YOU ARE COMPLIMENTED ON YOUR CHOICE OFTEN'



The place to be if you're seeking driving thrills, or easy, efficient commuting

capable of handling the rough stuff. Its compact proportions and light steering make short work of demanding situations, transforming even the most nerve-wracking of drives into pleasant journeys. The Creta is just about the right size for average Indian adults, making ingress and egress easy.

The compact Hyundai SUV can be more than just rugged. It can be agile when required, too. The highly refined 1.6-litre petrol and 1.4- and 1.6-litre diesel engine options deliver 121bhp, 88bhp and 126bhp, respectively, providing you with a range of options. Six-speed manual and automatic transmissions ensure you get the best out of driving, regardless of whether your are seeking driving

pleasure, or economical commuting. You won't be disappointed by the Creta's manners if you feel the need to enthusiastically throw the car into a corner.

Everyone enjoys a compliment every now and then. The Hyundai Creta will ensure you are complimented on your choice often. The Creta is not just good-looking, it is also a highly capable compact SUV, and quite simply, the best in its segment.

PHOTOGRAPHY: BAJIRAO PAWAR; STYLING: ISHA BHANSALI; MEN'S CLOTHES: GAS; WOMEN'S CLOTHES: LECOANET HEMANT, SHOES: DUNE, JEWELLERY: SWAROVSKI; LOCATION COURTESY: PALLADIUM, HIGH STREET PHOENIX

DRIVES

THE CARS THAT MATTER. DRIVEN, TESTED AND RATED THE TOPGEAR WAY

DRIVE OF THE MONTH

ABARTH PUNTO EVO

A scorpion you definitely won't mind getting stung by TURN OVER

p044

RANGE ROVER LWB

Ply your trade in the NBA? Here's your new ride

p048

AUDI A6 MATRIX

Sci-fi-spec headlights have nothing to do with Neo

p050

MV AGUSTA BRUTALE

Italian bruiser does exactly what it says on the tin

p052

INDIAN DARK HORSE

Black is the new black for the big Chief

Abarth Punto Evo

A powerful hatch with a scorpion badge always makes things interesting BY ABHINAV MISHRA

Hot hatches are not entirely new to India. Interestingly, it was Fiat who familiarised us with the concept with the Palio 1.6 GTX, in 2001. A decade and a half later, the Italian firm is out with another screaming little car: Abarth Punto Evo.

In case you are not familiar with Fiat's performance brand, Abarth, here's a snappy history lesson. Carlo Abarth started the eponymous firm in 1949. The company, whose logo was a scorpion (Carlo's star sign was Scorpio), manufactured coupes and sports cars, and later tuned cars for Fiat and Lancia. Abarth was acquired by Fiat in 1971. The brand was resurrected with the launch of the Fiat 500 Abarth, in 2007.

The new Abarth Punto looks a lot like the existing Punto Evo, but what makes it special is the matt grey paint job that is tastefully garnished with orange decals. The scorpion on the hood hints at the sting this car can deliver, and so do the spokes on the 16-inch wheels that have been inspired by a scorpion's chelicerae.

Apart from the sporty touches, Fiat India has also kept in mind India's love of chrome. There is enough chrome on the grille and around the fog lamps (front and back) to keep bling lovers happy. We just wish that exhaust had been better designed, but the car we drove was a prototype, so expect the cars in the showroom to be better finished overall.

PHOTOGRAPHY: PARAG PARELKAR

SNAPSHOT

IN DETAIL

Floats like a butterfly, stings like a... you know it

Orange-hued wing mirrors are a sporty touch

16-inchers inspired by a scorpion's jaws look ace

The interior gets a sportier trim and an all black theme. The dials get a yellow-and-red finish (Abarth colours) to add flair to the otherwise largely unchanged design, and the seats also get yellow and red stitching.

The turbocharged 1,386cc motor is the same unit that powers the Linea T-Jet, so you know the guys at Fiat India have got themselves a strong base to work with.

What they did next was completely bonkers. In its current state of tune, the 1.4-litre petrol engine makes 145 horses, revs all the way to 5,500rpm, and generates 211Nm of torque. All that power is sent to the front wheels, so you can expect some screeching from the tyres before the Punto is catapulted to triple-digit speeds.

After the visual treat inside and out, and that impressive spec sheet, there's a bit of an anticlimax once you start the motor. Instead of a loud roar, or, at least, a deep rumble, you are greeted by a rather civilised exhaust note. We rev the engine, and everything sounds normal, and on the move, too, the

Exhaust tip hangs far too low. Sticks out like a sore... exhaust tip

Punto sounds composed. But the decorum lasts only for a short while, i.e., until we hit the highway. As expected, there is a bit of turbo lag, but once the engine crosses 2,000rpm, it feels like someone has hit the fast-forward button. The neutral exhaust note, combined with the powerful engine, makes the Punto feel like a stealthy assassin.

The numbers speak for themselves. The sprint to 100kph takes 9.41 seconds, and the car registered a top speed of 180kph during our test runs. An additional cog would have helped it breach 200. In case you are wondering, the brakes, too, have been worked on. The Abarth Punto comes with disc brakes on all four wheels, and ABS and EBD are also present. We would have liked some more feel from the brakes, but the equipment gets the job done.

Sure, those numbers are impressive, but straightline top speed means nothing in the real world. Out on the road, a lot depends on how the car behaves around corners. Around tight corners, the Punto exhibits a bit of understeer before the grippy tyres dig in and ensure the car sticks to its line. The steering does not offer as much feedback as the unit on the earlier car, but it is precise. The Punto also exhibits some body roll, but, to its credit, it never loses its composure.

A 30mm drop in ground clearance made us prepare for a harsher ride, but, thankfully, it is still supple over all kinds of roads. The Punto still has enough ground clearance – 155mm – to handle family lugging duties, and we don't think its underbelly ever kissed waves of tar during its time with us.

The Abarth Punto Evo has been developed in India, which means most components have been sourced from Fiat's existing parts bin. So expect this hot hatch to be priced aggressively, in the ₹10 lakh (ex-showroom) bracket.

We obviously love the car's performance, but we also admire the fact that it can carry four adults in relative comfort along with luggage, and it does a commendable 11kpl (city and highway combined), which means you don't need to own a petrol pump to pay those fuel bills. It is this versatility that makes the Abarth Punto Evo a remarkable car.

VERDICT

Italian style, powerful engine and a lot of fancy decals to let the neighbours know this is no ordinary Punto.

8/10

THE RIVAL **VW POLO GT TSI**

Not as fast as the Abarth Punto, but comes with a 7-speed DCT and German reliability.

SPECS

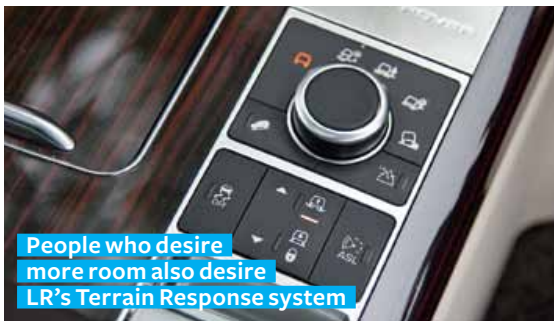
1386cc, turbocharged in-line 4cyl, 145bhp at 5500rpm, 211Nm at 2000rpm | 11kpl (overall)

0-100kph: 9.41sec, top speed: 180kph (indicated) | ₹ 9.5 lakh (estimated, ex-showroom)

Range Rover LWB

Standard Rangie not big enough for you? Here, eat this BY AGASTI KAULGI

So much room here, even Shaquille O'Neal will feel right at home



People who desire more room also desire LR's Terrain Response system

If there ever was one car that felt like it was made for basketball players, this would be it. At five metres in length, the standard Range Rover is one of the longest cars you can buy in India. The LWB is stretched by a further 20cm. And, all those centimetres have been added for one reason – to give NBA's finest more room in the back.

Open the gigantic rear door, and you're greeted by acres of space inside a plush interior. The centre console on the rear seat folds flat to make room for the fifth passenger, but when it's dropped to turn it into a four-seater, the seats are the most comfortable you'll ever find in a car. Even seven-footers will find it spacious with more head- and legroom than you'd ever imagine.

The Range Rover LWB is available with three engine options – a 4.4-litre V8 diesel, 3.0-litre V6 diesel and a 5.0-litre supercharged V8 petrol. The unit powering this one is the tamest – the V6. The power rating, at 246bhp, is nothing to write home about, but the V6 generates loads of pulling power – 600Nm of it, all of which is at your disposal between 1,750-3,000 revs. With that, it hits 100kph from standstill in 8.51 seconds. The engine is mated to an eight-speed automatic gearbox, which goes about its business rather well. It knows when to hurry up to the top gear, and when to hold on to a gear to stay in the powerband.

Extraordinarily long-legged folks won't mind driving this once a while

VERDICT

The most luxurious SUV on earth, now blessed with even more room

8/10

The Rangie has always been very much like a luxe limo, except that it can even go off-road. With the dimensions and the weight, it's easy to assume that the RR won't be that great on the road and especially through the corners. But, the Brits have made sure that the Rangie handles fast roads and corners with the same poise it displays while driving over ruts and rocks. The elongated wheelbase offers even more stability while doing high speeds on an expressway, but that's not to say the standard Rangie was any bad at that in the first place.

The Rangie drowns you in luxury and offers everything that a limousine offers when it comes to creature comforts. What you see here is not the top-end variant, and yet, it still has almost every feature under the sun. With all the tech, features and an all-aluminium body, it's not a car that'll please your accountant.

The Range Rover LWB starts at ₹2.8 crore for this Vogue variant and goes up to a ridiculous ₹3.4 crore for the 4.4-litre V8 petrol Autobiography version (on-road, Mumbai). Of course, if you have some more money left, Land Rover will be happy to sell you a few more optional extras like a fancy paint job, executive rear seats or an auto retracting side step to help you get in easily.

At that price, the Rangie offers heaps of equipment, and best of all, you can wade through 900mm of water while soaking in the luxury of those seats. Is there a better bargain going around right now? Guess not.

PHOTOGRAPHY: PARAG PARELKAR

SPECS

2973cc, V6, diesel, 246bhp, 600Nm, 8A, 4WD | City: 10.4kpl, Highway: 13.6kpl | ₹ 2.8 crore (on-road, Mumbai)

0-100kph: 8.51sec, 30-50kph: 1.74sec, 50-70kph: 2.19sec, 80-0kph: 28.38sec; 2.56sec, top speed: 210kph

Ford Figo Aspire 1.2

Ford's compact petrol sedan plunges into the sub-four metre pool party

BY CHRISTOPHER CHAVES

When it comes to looks, the Figo Aspire may not be the car to walk away with the sub-four metre sedan beauty pageant title, with that Mini-Aston mash-up of a face. But then, there's a big question mark looming over which of the current participants actually might. Some will find the Ford's rear to be a tad disproportionate and stubby in relation to rest of the car, too. But, there's more to this compact sedan than what meets the eye.

Step into the Aspire and you are welcomed by a plush dual-tone interior. There's plenty of nooks and crevices for you to store all sorts of oddities and have them well within reach. The seats up front are good and offer good support, but the rear bench isn't the best in its segment. While legroom is just about acceptable, space for your feet is hindered by the broad seat rails.

SYNC infotainment system listens to your commands

Not one of the most feature-heavy spaces, but surely one of the safest

VERDICT

Long list of safety tech and decorous road manners. Engine lacks punch.

7/10

As with the top-end Titanium+ diesel, the petrol here gets a height adjustable driver's seat, leather seats, a 4.2-inch information screen with voice assist, climate control and auto-folding mirrors. The Aspire does miss out on rear AC vents and any form of reverse assist, but where this Ford sets itself apart from the rest is with its list of safety equipment. This includes tech like ABS with EBD, ESP, hill assist – to stop you from rolling backwards when making a hill start, then there are the driver, passenger, side and curtain airbags. The Titanium + variant here misses out on the MyFord dock, which can be used to charge a smartphone. There's no keyless ignition on the top-end variant, but the Ford MyKey is programmable to limit top speed and restrict volume levels. Something for the young 'uns, eh?

The 1,196cc 4-cylinder unit, one of the two petrol motor options currently on offer, isn't the punchiest on the scene, and you'll have to keep gearshifts in check and build up revs to get going. However, the tall gearing means that you won't have constantly to shift through the cogs. The Aspire's sound ride is one of its strong points. The steering is light and offers a decent amount of feedback, making city drives a breeze.

Given the price of ₹7.62 lakh for the top-end 1.2 petrol Titanium+ variant, and its combined cycle mileage of 13kpl, the Figo Aspire comes across as a sound package that includes good road manners and a decent amount of safety features.

PHOTOGRAPHY: MEGHNEEL JANI

SPECS

1196cc, 4cyl, 86.8bhp at 6300rpm, 112Nm at 4000rpm, 5M | Fuel tank: 42l, City: 11.9kpl; Highway: 14.6kpl

0-100: 14.17s; 30-50kph (3rd): 5.13s; 30-50kph (4th) 7.65s; 50-70kph (5th): 9.73s | ₹ 7.62 lakh (ex-Mumbai)

Volvo XC90 D5

German SUVs have never had it so tough

BY DEBABRATA SARKAR

The Volvo XC90 has donned new clothes, shoes, glasses and everything in between you could possibly imagine. It has taken Volvo thirteen years to think about and develop this car, and it has gone the whole hog.

The XC90 now looks completely different, and it does so in a good way. You'd be forgiven for expecting the badge of a German carmaker on it, because gone is the understated attitude. It wears a humongous grille, LED-speckled headlamps, with design bits trailing off at the rear to a traditional XC shoulder line, which is traced by LED tail-lamps. If you're thinking 'boooring', it's far from that. The chrome grille, with its brushed aluminium-finished slats, catches your eye almost immediately, and as you get closer to the car, you notice how detailed it is. Whoever was in charge of designing the headlamps probably got high one night, watched *The Avengers* series on loop and decided 'Thor's hammer' looks all right. And, so it was.

PHOTOGRAPHY: ABHISHEK SHRINGARE

Tick the 'looks' box, then. Volvo has done quite well there. Moving on.

Comfort was never really an issue with the XC90. It had a fair amount of space and it had seats that kept you happy. But, and there was always a but, there was nothing that really caught your eye. Simplicity and practicality are great cards to play, but when you're playing in the big league against shiny disco balls, you need a sparkler or two. Step into the new one, and you find a brand-new cabin, with brand new seats, which blow air up your backside, through soft leather, to tickle your senses and allows you to find the perfect driving position through a range of adjustments. And, you can't miss the dashboard even if you were blind. The sea of buttons has disappeared, with only eight of 'em left behind. A cool new tab-like touchscreen has taken pride of place in the centre of the dashboard, and it works pretty damn well. It takes a few minutes to get the hang of things. You'll be swiping and sliding in no time, and it just keeps getting easier to use. And, since they are Swedish and live in a dark, cold country, the touchscreen responds to inputs even when you're operating it while wearing gloves. The instrument cluster is also a big screen now. Plus, you can customise what you want to look at when you drive, and it combines with a head-up display to make sure you have essential information close at hand. In case you're wondering, the second row is superbly comfortable with backrest adjustment, a booster cushion for children to make themselves comfortable in the centre seat and plenty of room. The only way this configuration could be a problem for you, is if you have twins, in which case you can push them into the fairly spacious third-row, which they can inhabit till they are well into their teens.

Box number two in the buyer's essentials guide also receives a big, bold tick, then.

One thing did worry us, though: a 2.0-litre engine trying to lug around more than two tons of XC90. Downsizing is great, but a 2.0-litre engine? Really? Both, petrol and diesel? All the engines that were on duty, have been retired. And it does not sound like a great idea till you look at the numbers. 470Nm of torque, 225bhp, mated to an eight-speed gearbox. Maybe, just maybe, this will work. Turn

SNAPSHOT

IN DETAIL

Tweeter-on-top cuts acoustic reflection from windscreen

Goodbye, mass of buttons. Hello, large touchscreen

A 2.0L, 4cyl motor is what'll power every Volvo hereon

Middle seat features a booster cushion for the lil' ones

Will do high speeds, but is best at cruising in an elegant manner

Plenty of space to put away your bags even when travelling seven up

the cleverly designed starter knob to bring the engine to life, select 'D' using the gear lever, and you are on your way. There is little to reveal the engine powering the XC90 is a little bigger than the bottle of Coke that you buy for a house party, or in the case of a Volvo prospective, the size of two cartons of real orange juice. Volvo makes no claims about the XC90 leaving your eyeballs behind when you floor it. In fact, it doesn't even have a 'Sport' mode or paddle shifts behind the steering wheel to fuel such fantasies. It is all about elegance and grace, and the D5 manages this quite well. Initial response and mid-range power are pretty good, and if you leave the eight-speed gearbox to its own devices, it pulls along pretty well, taking you to 100kph in quick time. It is only when you have an enormous piece of highway waiting for you that you realise there isn't much by way of top-end power. However, Volvo promises that the T6 and T8 petrol engines, which make 320bhp and 400bhp respectively, will sort that out as well.

VERDICT

A plush, full-size SUV that'll make you consider it seriously

8/10

The steering responds well to your inputs, but there are no sharp reactions or an undue amount of weight. The brakes work well, but don't have the sort of bite that many other cars do. The gearshifts are lazy at all times, and the ride is plush. We came across some horribly-surfaced roads, but the XC90's air suspension made light work of it all. The only bit of bother came from the loud thuds from the suspension every time the massive 20-inch wheels fell into a deep pothole. But then, you always have the superb Bowers & Wilkins sound system to tune out such unwelcome noises. Quite simply, the XC90 is best suited to a stately cruise, where you move briskly enough and the car functions at its best.

That pretty much makes it three-out-of-three on the essentials list for a luxury SUV. It has a lot of room, and offers generous luggage space even when all three rows are up. It is more powerful than before, despite using a smaller block, and promises to be more efficient. It rides well, and both variants, which will be made available in India, will be equipped with air suspension. It has small thoughtful touches, which make it very user friendly – whether it is the operation of the touchscreen with gloves, or the simple single lever used to help fold the seats, or the fact that it puts calls on hold when it senses you are making a turn. And of course, safety standards, as with all Volvos, set the benchmark. If one has to nitpick, yes, the steering adjust should've been powered, there should've been more cameras around the car, and the gearbox could do with a dose of sprightliness. But, none of these are deal-breakers, and with an on-road Mumbai price of ₹1.02 crore for the Inscription and ₹85.4 lakh for the Momentum, it makes for a properly tempting proposition.

SPECS

1969cc, diesel, 225bhp, 470Nm, 8A, AWD | Top speed: 220kph*

Fuel tank: 71 litres | 2130kg | ₹ 1.02 crore (Inscription, on-road, Mumbai)

*claimed

Audi A6 Matrix

The A6 gets a mid-life facelift and A8-like features at an attractive price point BY DEVESH SHOBHA

Driving on Indian roads is getting increasingly hazardous. Common sense isn't all that common when it comes to Indians, automobiles and motorways. There's absolutely no sense of discipline out here, and virtues like 'patience' and 'courtesy' are thrown out of the window every time we hit the road.

You think we exaggerate? Well, we won't discuss topics like driving on the wrong side of the road, overtaking from the left, jumping traffic lights, zero lane driving and more. Let's take the simple example of driving at night. There's a very good reason why we often see various adaptations of this one statement painted at the back of lorries – 'use dipper at night'. It's an unwritten rule that urges you to not use your vehicle's high beam at night; a gentleman's agreement of sorts. Apart from irritating the eyes, a high beam often blinds other road users and increases the chances of an accident.

It's basic courtesy, but even then, we see a good chunk of drivers engaging high beam even when it isn't needed, blinding others. So, what's the solution? To follow in our beloved government's footsteps and ban high beams? No, there are better options. Audi's new Matrix LED headlamps are a start. First seen on its flagship saloon, the A8, Audi is now offering its high-tech headlamps on the new, er, facelifted, A6 sedan as standard, and hence the suffix.

The headlight consists of many powerful LEDs, all positioned in different places. If the on-board camera sees a set of headlights or tail-lights, it will dim or extinguish the LEDs in a bid to not dazzle the driver of the car in front, but keeps the others going at full brightness, so you can see past the other car. So, at night, on a dual-carriageway, you can go faster and safer, without blinding others.

Is the A6 Matrix all about the headlamps? No, it's not. What Audi has done here, is it has beefed up the A6's brochure by adding features earlier available only on the A8. So, things like the Matrix LED lights, the brilliant 600-watt Bose audio system, new MMI system, Milano leather trim, four driving modes with adaptive air suspension, four-zone climate control and a few other features have now found their way into Audi's cheaper (comparatively) sedan as well.

In terms of visual changes, if you look closely, the A6 Matrix with the standard S-Line package, looks sharper and even more low-slung now. A lot of that also has to do with the subtle styling changes made to the refreshed model. For instance, take the fascia; there's a bigger, wider grille, with more horizontal slats in the lower half of the bumper, making this Audi look wider. But actually, it isn't. Even at the rear, there are new horizontal tail-lamp elements with Audi's dynamic indicators (the ones that swipe outwards) and trapezoidal tail pipes that don't really shout out the freshness of the A6, but help differentiate it from the earlier one.

Just like the exterior, changes to the A6's cabin are indeed subtle – chrome surrounds for buttons and switches, a new-look gear lever and an 8-inch infotainment system with improved voice recognition and built-in navigation functionality are the only additions here. However, what hasn't changed is the cabin's spaciousness, comfort levels and

SNAPSHOT
IN DETAIL

New MMI system with 8-inch TFT screen is intuitive

S-Line package standard on the lone variant on offer

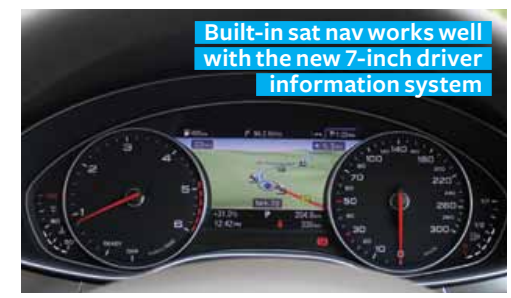
Tail-lamps get new LED elements to match the headlights

PHOTOGRAPHY: DEVESH SHOBHA

New 7-speed S tronic 'box for better performance and improved efficiency

Adaptive air suspension offers great ride comfort over most Indian roads

Smart Matrix LEDs with camera tech come standard



Built-in sat nav works well with the new 7-inch driver information system

the premiumness. The only thing we would've changed, if we had the voting rights to 'design an Audi's cabin', then it would be the dashboard layout. Currently, it does go well with the, we dare say this, understated look of the A6, but it's a little plain jane for our liking. Its interior doesn't make you feel as special as the Mercedes E-Class' does, and we believe there's potential for an exciting dash layout to appear, maybe in the future.

What about mechanical changes, you ask. The A6 Matrix, as of today, is available with two engine options: the 2.0-litre diesel featured here, and a 1.8-litre petrol (without the Matrix headlamps). However, power has gone up and so has fuel efficiency, claims Audi. And, the old CVT gearbox has been replaced by a fine seven-speed S tronic 'box. For those wanting something more exciting, don't worry. Audi says more engine variants are in the pipeline, and the A6's portfolio will eventually grow.

We like the 188bhp motor's commendable refinement and smoothness levels. For most of our drive, we couldn't really hear the engine note, except for when we slotted the car into Dynamic mode with the right pedal mashed into the floor. But, even then, the motor never sounds stressed, not even when pushed to its redline at 5000rpm. And, push it you eventually will. Acceleration is smooth, the transmission is a gem, although shifts are a bit leisurely in Comfort mode, which is expected. But, as soon as you select the Dynamic driving mode, things start working superbly.

We wouldn't go as far as calling the A6 a driver's delight. But, it isn't far off. The steering is typically Audi – light but direct – and the chassis does a brilliant job in all modes. It's nice and cushiony in Comfort, and tightens up a tiny bit in Dynamic – giving you the right balance between ride comfort and handling. In fact, despite its new low-profile 18-inch tyres we liked the way the A6 rides – thanks to its segment-first adaptive air suspension, the A6 manages to keep most road irregularities at bay.

Handling is good, and you won't find much to complain about around the twisty bits and sweeping bends. Yes, there's a little body roll around corners, and the nose dives every time you brake hard, but that's understandable. After all, it's a luxury sedan with the primary responsibility of carrying its occupants in utmost comfort, not setting race tracks afire. For all its worth, the A6 doesn't lose composure easily – it feels planted at high triple-digit speeds, and isn't unsettled around bends either. Plus, grip from the tyres is good, and the only time you hear them work hard is when you stomp on the accelerator pedal from standstill or the left pedal under panic braking.

So, on most counts, the A6 won't disappoint – not even when it comes to pricing. At ₹49.5 lakh (ex-showroom, Mumbai), the Audi A6 Matrix is a brilliant package. It looks smarter than before, has ample space, comes loaded with features, offers a comfortable ride and handles well, too. Plus, performance from the diesel motor won't leave you room for complaint. Okay, you'll have to wait a little longer if more power is what you're looking for. But in this guise, the Audi A6 Matrix ticks the right boxes.

VERDICT

A new look, altered mechanicals and added features make it a better all-round product.

8/10

THE RIVAL **MERC E-CLASS**

The quintessential Mercedes, offers more engine options and a supremely plush cabin.

SPECS In-line, 4cyl, 1958cc, diesel, 188bhp, 400Nm, 7A | 0-100kph: 8.4s*, top speed: 226kph* | 1830kg | ₹ 49.5 lakh (ex-Mumbai)

*claimed

MV Agusta Brutale 800

Yet another Italian monster readies to take on Indian streets

BY DEVESH SHOBHA

PHOTOGRAPHY: SOMDUTTA NHAWKAR

Italians have a knack of creating some of the most stunning-looking automobiles and giving them the most distinguished nameplates. So what if they there aren't known for outstanding build quality, Italy has no equal when it comes to infusing passion into designs.

Be it cars or motorcycles, the distinctive styling and striking names are sure to leave a lasting impression on one's mind. If we sit down to name some examples, it will take a while. So, we'll skip that and get straight to the motorcycle we have here – the MV Agusta Brutale 800.

Looks are a subjective thing. But, we're sure in the Brutale's case, most of us would be on the same page. It's a stunning-looking motorcycle. From every angle, it is a stonker. Okay, the headlamp is oddly-shaped, but it isn't an eyesore. On the whole, the Brutale 800 is a motorcycle you'll struggle to take your eyes off. It's quirky, edgy and aggressive in all the right ways. We particularly love the Brutale's rear – it is incredibly sexy.

Brutale is Italian for 'brutal', and it's a word that perfectly sums up this MV Agusta's character. Yes, it's ruddy quick off the line, and the 798cc, liquid- and oil-cooled in-line three packs quite a punch – a Mike Tyson-grade punch. Get past the 7,000rpm mark, and the motor will blow you away.

Acceleration beyond 7,000rpm is ferocious and razor-sharp, and with the throttle in full attack position, there's a mighty surge of power, right from low revs, all the way to 14,000rpm. And, understandably so. There are 123 horses pulling a dry mass of just 167kg along with 81 Newtons, and that blesses the Brutale 800 with the best power-to-weight ratio in its class.

Plus, the Brutale comes with four power modes: three presets (Normal, Rain and Sport), and one custom mode. And not one, not two, but eight levels of traction control to suit your mood and insanity levels. Then there's the six-speed gearbox with its superbly spaced-out ratios. It also gets a quick-shifter.

On our short ride, the Brutale impressed us no end. The motor loves to be revved hard, every time, in every gear. And, if you aren't leaning on the handlebar when you whack it open, be ready to see the sky as the front wheel pops up when you do that in every damn gear. This isn't a motorcycle for riders who aren't very skilled. It's so quick and effortless to manoeuvre, some may take this Italian beaut for granted.

And that's when the spiky acceleration

Sinfully sinewy: oozes aggro without trying too hard

SNAPSHOT

IN DETAIL

A brand that traces its roots to the racetrack

Four power modes. Just put it in 'Sport' and go for it

The only time you'll see this number is when you fire it up

SPECS 798cc, liquid- and oil-cooled, in-line, 3cyl, 123bhp, 81Nm, 6M | 167kg | Top speed: 245kph*

*claimed

Takes two to let go: twin brembo discs shed speed in a rush

Three out of three: 798cc triple is a brute. Makes all the right noises

Requires a steady right hand and a modicum of sanity to stay grounded

can catch novice riders napping. If you've never been in a tricky situation, it could easily be game over. Thankfully, along with insane horsepower, the Brutale gets good stopping power, too. Dual 320mm discs upfront and a single 220mm disc at the rear offer good bite and feel, and do a great job of stopping the bike well in time. ABS is standard fitment.

If we've made you think the Brutale 800 is a crazily powerful, insanely quick motorcycle, it is for a reason. But, this MV isn't just about ferocious power – though that's one thing we could go on about.

If you feel like it, then the Brutale 800 can, without any difficulty, be your everyday tool, thanks to the tractable in-line three unit and the MV's dimensions. It's a compact motorcycle with sorted ergonomics, and everything is placed perfectly. The 810mm seat height, the easy-to-reach handlebar, the positioning of the footpegs – it's all well thought-out.

However, the Italian beast you see here is yet to be configured for Indian conditions. In traffic, it heats up real quick – 10 minutes of wading through slow-moving traffic and your pants will be on fire. It also makes the otherwise

VERDICT

A bit pricey, but beautiful to look at, and great to ride.

refined engine sound a bit stressed. Plus, the stock suspension settings are on the stiffer side. But, those upside-down Marzocchi telescopic forks upfront and the Sachs monoshock at the rear can be fully adjusted to suit your needs.

What, thankfully, won't change once the Brutale 800 is homologated and Indian-ised, is the way it handles. It sports a brilliantly engineered chassis made of composite steel trellis and aluminium plate frame for high torsional rigidity, and a single-sided swingarm holds the rear wheel in place.

That makes the 800 a sharp motorcycle to steer; easy to chuck around the twisties. It's a nimble motorcycle – exactly how you would want your

street-fighter to be. Plus, Pirelli's twin-compound Diablo Rosso IIs offer good levels of grip over bad surfaces, too.

To sum it up, the Brutale 800 is a stunning-looking monster. It's got the looks and it's a great performer. The in-line three is smooth, refined and highly tractable (though not as tractable as Japanese fours) and has instant grunt in all gears.

Handling, too, is sharp, and despite being a rabid 800cc streetbike, it is relatively easy to manoeuvre and quite nimble. Expected to be launched next year at close to ₹12 lakh (estimated, ex-showroom), the Brutale 800 does sound a bit expensive compared to its closest rival, the Kawasaki Z800, but it comes with better equipment and should be easier to live with.

However, the Brutale 1090 will have its official India launch next month, and if the 800 is anything to go by, the 1090 will be a kick-ass motorcycle to have in your garage. We can't wait for that one.

THE RIVAL **KAWASAKI Z800**

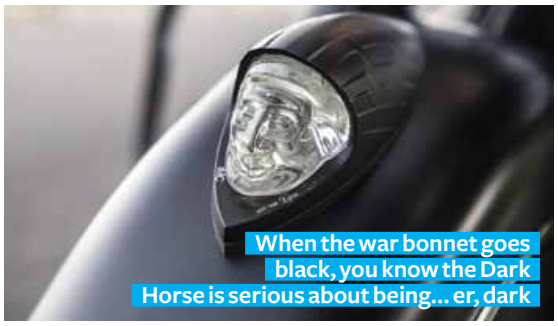
The benchmark in the 800cc segment, at a mouth-watering price. Looks ace, too.

Indian Dark Horse

Blacked-out paint makes the Chief subtle. Well, almost

BY CHRISTOPHER CHAVES

The pillion seat's an optional extra. Levy a charge on joyrides



When the war bonnet goes black, you know the Dark Horse is serious about being... er, dark

The Indian Chief doesn't exactly hold back when it comes to flashing its assets. It's an explosion of chrome and lustrous paint. The Indian Chief Dark Horse, pictured here, can be described as the darker alter ego of the ostentatious Chief Classic.

This blacked-out bike is something Darth Vader would ride: black from end to end, including the wheels, forks, handlebars, bodywork, engine and even the war bonnet up front now favours the dark side.

Now, the Dark Horse doesn't simply involve a more stealthy shade of paint and a body with a reduced ratio of chrome-per-square-inch. There are a few alterations to its features set, too. So, there are no fog lamps up front, no oil cooler or analogue fuel gauge on the massive fuel tank.

PHOTOGRAPHY: NITIN ROSE

VERDICT

Still a work of art, but a lot less flashy

8/10

Even the pillion seat and foot pegs pictured here don't come as standard fitment. That apart, the motorcycle is equipped with stuff that we have come to expect from a ₹22 lakh (ex-showroom, Delhi) motorcycle, and that would be ABS, cruise control and keyless ignition, in addition to the de rigeur tripmeters, digital tacho, engine temp, and distance-to-empty and fuel consumption indicators.

The Dark Horse has the same frame, engine, suspension setup and exactly the same ergonomics as the Chief Classic. So as soon as you get astride the Dark Horse, you assume a legs-outstretched riding position that's comfortable both on city rides and on longer jaunts out on the highway.

With the reduction in chrome bits, the Dark Horse holds a 13kg weight advantage over the heavier Classic, which makes the new iteration feel slightly quicker off the line. It's not like you are going to drag the Chief Classic, but, if for some reason you did, the wise man's money would be on the light-on-chrome Dark Horse.

The Dark Horse has also done away with the chrome-spoked wheels and borrowed the (same size) chunky alloys of the bigger Indian Roadmaster, on slightly different profile tyres.

The ride is as comfortable and majestic as the Chief Classic's, but this one feels a bit more agile, as you shift through the six-speeder and allow the acoustics from the long twin-pipe exhaust to enhance the experience of opening the fantastically composed, 139Nm Thunderstroke 111 engine. There's a good amount of torque low down the powerband to usher you past vehicles in style.

The Chief Dark Horse, despite being the entry point to Indian Motorcycle's cruiser line-up, might cost a lot of money, but it's a motorcycle that you wouldn't mind getting dirty now and then rather than seeing it shine all the time.

SPECS 1811cc, V-twin, 139Nm, 6M | 357kg | Fuel tank: 20.8 litres | ₹ 22 lakh (ex-showroom, Delhi)

H-D Forty-Eight

More style than substance BY ABHINAV MISHRA

Harley-Davidson recently updated its range, and the Sportster series has been given a fair cosmetic tweak. The Forty-Eight now features horizontal stripes in strategic places such as the exhaust shield and belt guard. Blacked-out alloys with nine-split spokes and machined highlights complete the 'stripes' look. Fit and finish is topnotch and the bike looks like a true blue Harley.

On the mechanical front, a beefed up suspension complements the 130mm fat tyre up front, and enhances the Forty-Eight's butch appeal. The rear gets adjustable preloads for an even cushier ride.

On the move, we discern certain inconveniences. The foot pegs sit in front of the engine instead of the conventional location.

VERDICT

Harley fans will love this machine, but it'll take some getting used to for the rest

6/10

The handlebars, too, don't welcome you with, ahem, open arms, so basically you are, sort of, splayed out. The under mount mirrors take getting used to, and don't make the job of settling in any easier. But, once on the move, your attention is diverted from these trivial matters to the effortless power that the motor makes. The 1202cc air-cooled V-twin motor makes 96Nm of torque. All of that zip is available around 3500rpm.

Open the throttle gently, and a wave of torque carries you swiftly from standstill. On the flip side we ended up shifting quickly through the five gears to keep the Forty-Eight in its power band, as there's no top-end whack.

Though the bike leans well into corners, it doesn't inspire confidence due to the odd seating position. But as Harley-Davidson is all about customisation, we are sure there will be an option of moving the foot pegs back to their original position.

The Forty-Eight is geared towards cruising, but the 7.1-litre fuel tank means you will be stopping for fuel every 150-odd km.

The Harley-Davidson Forty-Eight is an acquired taste, which only Harley fans will appreciate. Out here at *TopGear*, we are still coming to terms with its peculiarities.

Lots of zip right from the word go

PHOTOGRAPHY: MANUFACTURER

SPECS 1202cc, air-cooled V-twin, 96Nm | 7.1 litre | 252kg

Iron 883

Practical Harley that's also a real looker BY ABHINAV MISHRA

SPECS

883cc. air-cooled V-twin, 69Nm

12.5 litre | 255kg

The Iron 883, too, has been extensively tweaked for 2016, and features clipped fenders, blacked-out powertrain and exhaust, drag-style handlebars and a solo seat cover. Other bad-to-the-bone touches include bullet-hole details on the belt guard, exhaust shield and front fender brace. To top it all, it also sports nine-spoke cast aluminium wheels finished in black. Of course, stuff that has been retained is stuff we always loved about the 883, including the V-twin, the upright riding position and the 12.5-litre fuel tank that's good for about 350km. The slimmer front tyre makes the 883 very usable in the city and doing U-turns on this motorcycle should not be a problem at all. This Harley is a more practical machine than the Forty-Eight, and is a right real looker. Yes, the 883's V-twin doesn't have the grunt of the Forty-Eight's motor, but thanks to plenty of low-end torque, it moves fluidly in the city and on the highway.

THE ALL-ROU

Dr Nikesh Moolya is a practicing dentist and a visiting faculty with some of Mahrashtra's top dental colleges. He has been driving a hatchback for the last five years, and finds them practical cars to own in the city. He likes the fact that they are fuel efficient, convenient to park and decently comfortable to drive in the city and on the highways. But his hatchback is ageing and needs to be replaced.

Dr Moolya wants his new car to be stylish, economical, easy to use and safe on the highways. He's not familiar with automatics, but is quite fascinated with the idea of not having to stress his left foot in traffic. He has sampled many hatchbacks on sale at the moment in the country, and is keen to also check out the Nissan Micra X-Tronic CVT.

Dr Moolya has a tight schedule. Dental implant surgeries and his regular practice take up most of his week. Plus, he also travels to a dental college in central Maharashtra to give lectures on periodontistry. Dr Moolya is checking out the Micra X-Tronic CVT on a Saturday. He is usually back home around afternoon and keeps evenings free for dining out with his family.

The moment he got into the cabin, Dr Moolya found the

Photography – Parag Parelkar

NDER

The Nissan Micra X-Tronic is the perfect companion for work and play, says Dr Nikesh Moolya after spending a day with it

Micra's cabin roomy and well-designed. He particularly liked the media system with USB, Aux-in and Bluetooth connectivity. He also liked the instrument cluster that's both informative and nicely styled. The doctor was of the opinion that he could very well see the Micra as his next car, and was keen to check out the automatic transmission. "I drive a fair bit

THE X-TRONIC CVT PROVIDES A BLEND OF SMOOTH SHIFTS AND HIGH FUEL EFFICIENCY

every day, and it will be great to have to simply deal with the accelerator and brake instead of shifting constantly in traffic," he said.

Nissan's X-Tronic CVT technology is a modern technology that uses pulleys and belts instead of cogs. It's a highly fuel efficient type of automatic transmission, and gives you the best of both worlds – fuel

efficiency and smooth acceleration. It also has a Sport mode in which you get a sense of the massive amount of power that the engine produces. It goes without saying that it's convenient, too.

Dr Moolya's wife and his daughter, too, liked the Micra. They found it comfortable and spacious. His wife liked the idea of a big boot to stow all her shopping bags. She also loved the way the dashboard looked, the colour of the plastics and the upholstery that Nissan has chosen for the Micra. On the outside, the family unanimously agreed that the Micra was a cute-looking hatchback. The use of chrome, newly designed headlamps and LED tail-lamps enhances the stylish look of the car.

Dr Moolya drives his car for about 2,000km every month. He wants an automatic that is not just practical, but also easy on the pocket. The Micra X-Tronic is the only automatic that's more fuel-efficient than its manual twin. The CVT technology ensures every drop of fuel is burnt in the most economical way and the car returns a healthy 19.34kpl.

The 1.2-litre petrol engine churns out 76bhp and 104Nm of torque, and that's more than enough power to thrill you on open roads.

Apart from the convenience of an automatic, the Micra also packs in a lot of convenience with its

APART FROM THE CONVENIENCE OF AN AUTO, THE MICRA ALSO PACKS IN A LOT OF FEATURES

features. It's got a smart key with keyless entry and a start/stop button that adds to the stress-free experience.

Dr Moolya was also glad to know that Nissan puts utmost importance on keeping the car's occupants safe. The Nissan Micra X-Tronic comes with ABS + EBD + BA (brake assist) to help you brake safely in tricky situations and prevent you from losing control of the car even in wet conditions. Also, it's loaded with dual airbags that deploy automatically in the event of a frontal impact and ensure you walk out of a crash unscathed.

After spending a day with the Micra X-Tronic, Dr Moolya said that he would put the Micra at the top of his 'cars to be considered' list. In fact, he was of the opinion that he would probably buy it. The good doctor was highly impressed with the Micra's many attributes: the ease of driving, the high fuel efficiency, the convenience of the CVT and its feature-packed interior. Dr Moolya said it made for a compelling case, especially when he learnt that it is priced extremely competitively. ■

THE SOUND

OF SILENCE

TOPGEAR AND ROLLS-ROYCE BRING IN THEIR 10TH ANNIVERSARIES IN INDIA WITH A CELEBRATION THAT IS UNNERVINGLY QUIET

WORDS: SRIRAM NARAYANAN | PHOTOGRAPHY: RAJEEV GAIKWAD

A generation that will need to refer to a dictionary to know what a dictionary does, is, perhaps, already upon us. It's been ages since I referred to one. The reason I bring this up is I never knew what exactly the word 'wraith' meant. I knew it was about something paranormal, but that was it. After a quick look into the Oxford, I learned a wraith is the exact likeness of a living person seen just before his/her death as an apparition. Chilling. This didn't exactly help, though, as again, I had to look up 'apparition'. Which, as I found out, means 'ghost' or 'ghost-like'.

Rather than delve into the realm of the supernatural, I'll come straight to the point that amazes me. In a world that has its fair share of superstitions, good luck charms, apprehensions about the number 13, Rolls-Royce continues to name its cars after silent, noiseless, mythical entities that aren't anywhere close to being regarded as auspicious. And, in all this silence sits the Wraith with its 6.6-litre turbocharged V12. This engine makes the Wraith the fastest and most powerful Rolls ever. Quite naturally, then, I was expecting the Richter scale and decibel meters to tremble when I pressed the engine start button. But, embarrassingly, what followed was an anticlimax. The

The only Rolls in the last 10 years that begs you to take the driver's seat

Assassins are silent, yet powerful. So is this engine

engine, and the car, shut down. You see, the motor was already running when I got in. I could neither hear nor feel the engine. I'd say this engine is a paranormal entity. Constantly lurking around without being felt, seen or heard.

You do hear a distant, deep growl when... er, allow me a digression. Usually, I'd add 'when the engine touches 6,000rpm' or some such. But the Wraith, like every other Roller, doesn't have a rev meter. What you get instead is a power reserve gauge. During my time with the car, there weren't too many occasions on which the reserve meter ever dropped below 90 per cent. But, when you floor the pedal, as the speedo needle goes clockwise in a hurry, the power reserve meter goes anti-clockwise to just about 40 per cent momentarily. In simple terms, it means the engine has 40 per cent of its total power lying unused. But, this lasts for a mere second. And that mere second is when you hear that V12 clear its throat to let out a deep, distant growl. The moment you take your foot off the accelerator, the power meter is back to 100 per cent. Even when the Wraith's doing three-digit speeds.

It's a car that doesn't need a lot of revs to keep going. It seems just a few of those 624 horses are at work to get the Wraith to waft along. The utter silence, the utter lack of vibrations, the total absence of nearly any noise and

'THIS ENGINE IS A PARANORMAL ENTITY. LURKING AROUND WITHOUT BEING FELT, SEEN OR HEARD'

sensation of motion is amazing and disappointing at the same time. Amazing, because the only powerful machines that run nearly as quietly are computers and smartphones. And, disappointing, because if you seek those sensations of motion – the noise, the vibrations – you aren't going to get any of that. Not here.

What you get a lot of is immense in-gear acceleration. The 800Nm of torque at just above idling engine speeds may have a lot to do with that. What's also refreshing about the Wraith is how Rolls-Royce has not fallen into the trap of being sporty for the sake of it. The Wraith is a two-door

Power in reserve is 'adequate'. Rev counters are for peasants

'THE ONLY OTHER MACHINES THAT RUN NEARLY AS QUIETLY ARE COMPUTERS AND SMARTPHONES'

2+2. There is no way you're going to let your chauffeur take the wheel while you crawl into the rear seats. If you've parted with a good chunk of your wealth for a Wraith, you're going to do the driving. Yet, you don't have to bother with sport modes for the gearbox or suspension. There are no steering-mounted paddle shifts. No manual overrides.

The entire purpose of the Wraith is to make you comfortable while it does everything for you. A testament to that is the satellite-guided transmission. It detects the state of the road ahead, and decides if it has to shift or not. For instance, if the road up ahead is curvy and there's a corner ahead, the transmission assumes you'd prefer a lower gear to come out of the corner rather than simply shift up depending on engine speed. How does this feel? Honestly, I don't know. There is no neck-snapping jerk, and no dramatic rise or fall in revs. No clunk, no grinding. You simply can't hear the engine's tempo hastening or slowing. And, neither can you feel any gears change. The Wraith feels and sounds like an electric car. Just one with 800Nm of torque. It encourages you to let it do its thing quietly and

Standard fitment for the English summer and the Indian sun

Her wings are the only thing you can see from the driver's seat

asks you to simply drive.

If the Wraith were a government, it'd repeal the Right to Information Act and highlight the Official Secrets Act. The Wraith is smaller and lower than the Ghost, and substantially smaller than the Phantom, but it isn't a sportscar that shrinks as you up the pace. You're surrounded by an ocean of metal, and the Wraith does feel its size on the road. Thankfully, it doesn't feel its weight around corners. At a couple of tonnes and a half, this thing weighs more than a Range Rover, but it takes corners with a lot of composure and a very straight face. The only dynamic chink I could find was under heavy braking, when the Wraith's far-from-flattering figures on the weighing scale come back to (aptly) haunt you.

Manoeuvring it around tight spaces isn't very easy, but the cameras under the side mirrors provide a helicopter-like view of the surroundings. The problem surfaces when you're turning right. The big wing mirror gets in your line of vision when you want to take a right-hander, especially at 90-degree junctions. Oh, and the view out of the rear isn't great. Not that it matters with modern parking assist systems. What the rear does have is plenty of space.

Two-door 2+2 coupes aren't always lacking space in the rear – certainly not the Ferrari FF and Maserati GranTurismo – but if they're fancy apartments, the Wraith is a luxury farmhouse at the back. At first glance, the legroom seems less, but the rear seats are set low and deep, and once you're seated, the Wraith has more space than many four-door sedans. There's only one 2+2 with more rear seat space than the Wraith. One that hasn't

been made yet.

As a car, the Wraith has no competition. Purely on sticker price, it could compete with the Ferrari FF, but that's a totally different machine. While the Wraith is deafeningly quiet and monosyllabic in its answers to your questions, the FF is chatty, aggressive, communicative and not for the connoisseurs of comfort and relaxation. The Bentley Continental GT, Merc-AMG S-Class Coupe and Aston Martin Rapide are all sportscars that somehow manage to fit two more humans and some luggage in the rear. And, they are all chasing thrills and excitement. The Wraith is all about comfort, with performance displayed only on demand.

Back in 2005, Rolls-Royce was still getting to know its new owner – BMW – and had entered the Indian market through Navnit Motors with the only car it made at the time: the Phantom. Despite pre-independence India being Rolls-Royce's biggest market, the idea of owning a Rolls in post-liberalisation India seemed preposterous. Not just because of the money, but because the idea you'd take this lesson in opulence, comfort and customisation on an Indian road was suicidal.

'THERE'S ONLY ONE 2+2 WITH MORE REAR SEAT SPACE THAN THE WRAITH. ONE THAT HASN'T BEEN MADE YET'

But guess what. It's been a decade for Rolls in India. And apart from the entire fleet of current Rolls-Royces, we have with us the Wraith, one of the most powerful, evocative and distinct automobiles in India. Despite the preposterousness, and the odds, the idea of a Rolls-Royce rubbing shoulders with Indian traffic is somehow digestible. Long story short, the Wraith has its flaws. But there is nothing else like it in the world.

Talk about silence being deafening. TG

ROLLS-ROYCE WRAITH

PRICE: ₹5.45 crore (ex-showroom, base price)
ENGINE: 6592cc V12 turbo-petrol
POWER: 624bhp at 5600rpm
TORQUE: 800Nm at 1500-5500rpm
TRANSMISSION: 8A, RWD
WEIGHT: 2453kg
BOOT CAPACITY: 470 litres
FUEL CAPACITY: 93 litres
0-100KPH: 4.6 secs (claimed)
TOP SPEED: 250kph (limited)
PROS: Presence, comfort, refinement, rear seats, tranquility inside the cabin, adjustable suspension height
CONS: Feels its weight under heavy braking, right-wing mirror hampers vision
BOTTOMLINE: The Wraith is peerless. There is nothing else like it.

8/10

Just like everything else on this car, the clock, too, is inscrutably silent

BRAND NEW DAY

At an exclusive preview of the Rolls-Royce Dawn, TG's Sriram Narayanan caught up with **Paul Harris**, Regional Director, Asia-Pacific, Rolls-Royce Motor Cars, to know more about R-R's new drop-top, and why the upcoming Project Cullinan is an SUV that isn't an SUV

Why did Rolls-Royce make the Dawn?

Our customers asked for a car that was fresher, had more informality. And ultimately, it's the classic motoring experience: wind in the hair. A Rolls-Royce is designed to be ostentatious, big and out there. If a person wants to be exclusive, they'd probably draw the curtains in the back of their Phantom EWB. The Dawn is the most social of Rolls-Royces, and will attract a younger, more social customer. You take the roof down and you're going to be seen.

For how long was the Dawn in development? And how different is it from the Wraith?

The Dawn is identifiably a whole new model in the Rolls-Royce family. It doesn't share its engine with the Wraith. The Wraith is the most powerful Rolls-Royce ever made, but such extreme driving dynamics are not appropriate for the Dawn. The Dawn is the perfect boulevardier, and as such, focuses on delivering a silky, sensual open-top driving experience. For this reason, we have a less power, high torque engine configuration, which delivers a much more relaxed and laid-back travelling experience.

Can you ever balance maintaining exclusivity and heritage while catering to demand for SUVs, diesels and hybrids?

In Q1 this year, we announced Project Cullinan, an all-new Rolls-Royce. This car will be built on a new aluminium architecture specific to Rolls-Royce. Project Cullinan is a high-sitting Rolls-Royce, a go-everywhere vehicle. You can't really use the term 'SUV' here because sport and utility don't really fit into the Rolls-Royce way of being. With this, we're prepared to cover every base of exclusive super luxury. At the 2011 Geneva Motor Show, we unveiled the 102EX Phantom Electric to explore the potential for future Rolls-Royce models powered by an alternative drivetrain. As it is imperative that we make the right decision for the brand and for our customers, we are not in a position to confirm any further plans at this stage. Our customers are quite happy with our V12 engine. A super-luxury brand must maintain a balance between prestige and proliferation.

Everybody says China and other developing markets are where the future and growth is. Is there absolutely no room for growth in mature markets like the US, Europe or even Australia?

4,063 cars were delivered to customers in 2014, the fifth consecutive record year and the highest sales recorded in the marque's history. Rolls-Royce sells its cars in more than 40 countries worldwide. North America and the Middle East are our top two regional positions. The United States is our biggest individual market. Asia-Pacific contributed to over 10 per cent of our global sales. We had a record year in Australia, with 76 per cent growth in 2014. Australia is a predominantly owner-driven market, and the Wraith has been highly successful, along with the Ghost.

Do certain customisation requests surprise you?

I am never surprised by the customisations people ask for. The only limit is the customer's imagination. There was an instance where a customer wanted to gift the car to his wife and wanted it in the same colour as the shade of her favourite eye shadow.

What's your company car?

I currently drive a BMW 435i Gran Coupe.

GEEK GOD

Beefy engines? Yep. Supreme comfort? Of course. Lots of party tricks? Oh yeah. We drive the new, tech-laden 7-Series in New York

Words: **Murali K Menon**

September 2, upstate New York: *I'm being chauffeured around in the new BMW 7 Series on gently winding roads around the little town of Monticello. It's a quiet summer's day. It's so quiet, in fact, you can hear the ice melting in the lemonades. Paul, the chauffeur, is playing Buzzard Luck, by Son Seals. I ask him to turn up the volume. Paul smiles and spins his index finger in the air, and Frank 'Son' Seals starts singing louder. "This is quite the thing, isn't it?" says Paul.*

September 5, Mumbai: *I'm in an old 7, heading home from the airport. Sanjay, BMW India's chauffeur, who is ferrying me, loves the 7. I show him a picture of the new 7's optional display key. The key, which should cost upwards of twenty grand and looks like a miniature stealth fighter, comes with a touchscreen that displays basic information such as estimated range etc. Sanjay is impressed.* "Zabardast hai, *sir (it is incredible)," he says and grins.*

Don't want to answer the phone? A dismissive wave of the hand will do

Headrests so pillowy, they'd put actual pillows to shame

The 130kg weight loss has been achieved by using carbon fibre

"IN SPORT MODE, THE 7 SEEMS TO SPROUT WINGS, AND DARTS AROUND WITH ALACRITY"

That's the thing with the new 7-Series. It's a handsome, ridiculously plush car that is made partly of carbon fibre, and the engines on offer are capable of powering it to Porsche 911-esque speeds, but I have a feeling everyone and their chauffeur is going to talk about the key and the gesture controls. That isn't necessarily a bad thing. Because what BMW has got here is a near-faultless limousine that bristles with tech, and could well be a harbinger of increased levels of human-machine interface that should be the norm in cars of the future. All of that technology is, of course, generating quite a lot of buzz for Munich. That buzz will be picked up by rich folks who don't quite care for stuff like the car's electrically operated active anti-roll bars, or the adaptive mode, borrowed from the Rolls-Royce Wraith that influences the suspension, the steering and the Steptronic eight-speed transmission and constantly alters the settings to suit the road and style of driving, or even notice the laser headlights and the louvres on the more prominent grille that open to increase air flow into the engine bay. All they'd want to know is whether the 7 will make them feel good at the end of a long hard day in which they will have made more money than most of us will in a lifetime. The answer, as I found out while driving the car in a very unchauffeur-like manner, is a big yes.

A couple of things became apparent as I bowled along on an interstate highway that lead to New York from Monticello in a 750i xDrive. The 7 in Comfort is a markedly different animal from the 7 in Sport. In the former setting, the 7 is a decadent dream. It purrs along, and is wallowy to just the right degree. The 1400-watt Bowers & Wilkins sound system pipes out excellent sound, and the headrest at the rear is softer than, I don't know, a cloud, maybe.

But, in Sport, the car seemingly sprouts wings and shrinks, and darts around with the sort of alacrity that belies its 2,000kg weight. In fact, there were times when, putting my own life and a brand new car in peril, I wanted to hang out of the car and check whether I was driving a 5-Series. And, I have no doubt the 7 will achieve this remarkable transformation without causing the ash from the Cohiba its owner will probably be smoking to drop.

The transmission, another highlight, features supremely fine ➤

Smells expensive. Feels expensive. *Is* expensive

increments between gears, and puts you in the right rev range regardless of the kind of driver you are. What this means is that you are always prepared regardless of the twists and turns in the road. I don't know why some people rue the demise of the manual gearbox. Transmissions like the one here can shift way better than any human can ever hope to (unless you want to feel all macho working the gear lever. If that is indeed the case, you have problems).

There are yet more reasons why the new 7 drives as well as it does. Thanks to the use of carbon fibre in its bodyshell along with aluminium, steel and magnesium, BMW has achieved a weight reduction of around 130kg, has been able to lower the 7's centre of gravity and achieve a near 50:50 weight distribution.

Add to this the powerhouse under the hood – a 4.4-litre, 445bhp, twin-turbo petrol V8 – and you are looking at a car that can hoover up autobahn after autobahn and keep at it for, like, ever.

BMW has lavished as much, or perhaps, more attention on the rear. The optional two-seat executive lounge package makes you feel like an Egyptian pharaoh surveying the construction of the Pyramids. Actually, a pharaoh who likes to relax with his feet stretched out. It is a position that is achieved at the press of a button, which slides the front passenger seat all the way forward and then puts forth a little ottoman on which to rest soft, well-manicured feet. Other stuff that will please a new 7 owner? A touchscreen-equipped iDrive; a 7-inch Samsung tablet that pretty much does what the chauffeur can do at the front except, of course, drive the car; an inductive charging slot in in the storage compartment at the front; and, should the chauffeur ever display the temerity to take a day off, a 360-degree parking system which delivers an excellent rendition of the surroundings. Just perfect if his highness has a problem with parking in tight spaces.

The two models that will be available in India will be the 750Li and the 730Ld. The petrol model will be launched at the Auto Expo and will initially be a CBU, while the 2,993cc diesel, which will be brought in towards April, will be a CKD. Prices will begin at about ₹90 lakh. Now, for the predictable but pertinent question: is it better than the Mercedes S-Class? Quite frankly, we don't know, and it will take a *TG* comparo to deliver a definitive answer. But, one thing's for sure: the new 7 presents the most formidable threat the S-Class has ever had in its two-year reign, and that is saying a lot. TG

PHOTOGRAPHY: MANUFACTURER

"IS IT BETTER THAN THE S-CLASS? WE CAN'T WAIT TO PUT THEM IN THE RING"

ENGINE: 4395cc, twin-turbo V8 petrol
POWER: 445bhp **TORQUE:** 650Nm
TRANSMISSION: 8A, RWD **TOP SPEED:** 209kph
PRICE: ₹1.5 crore (as tested)

PROS: Stability, luxury, technology
CONS: More evolution than revolution
BOTTOMLINE: Plush, pacy and filled with gizmos. The car to have if you are a rich BMW nut

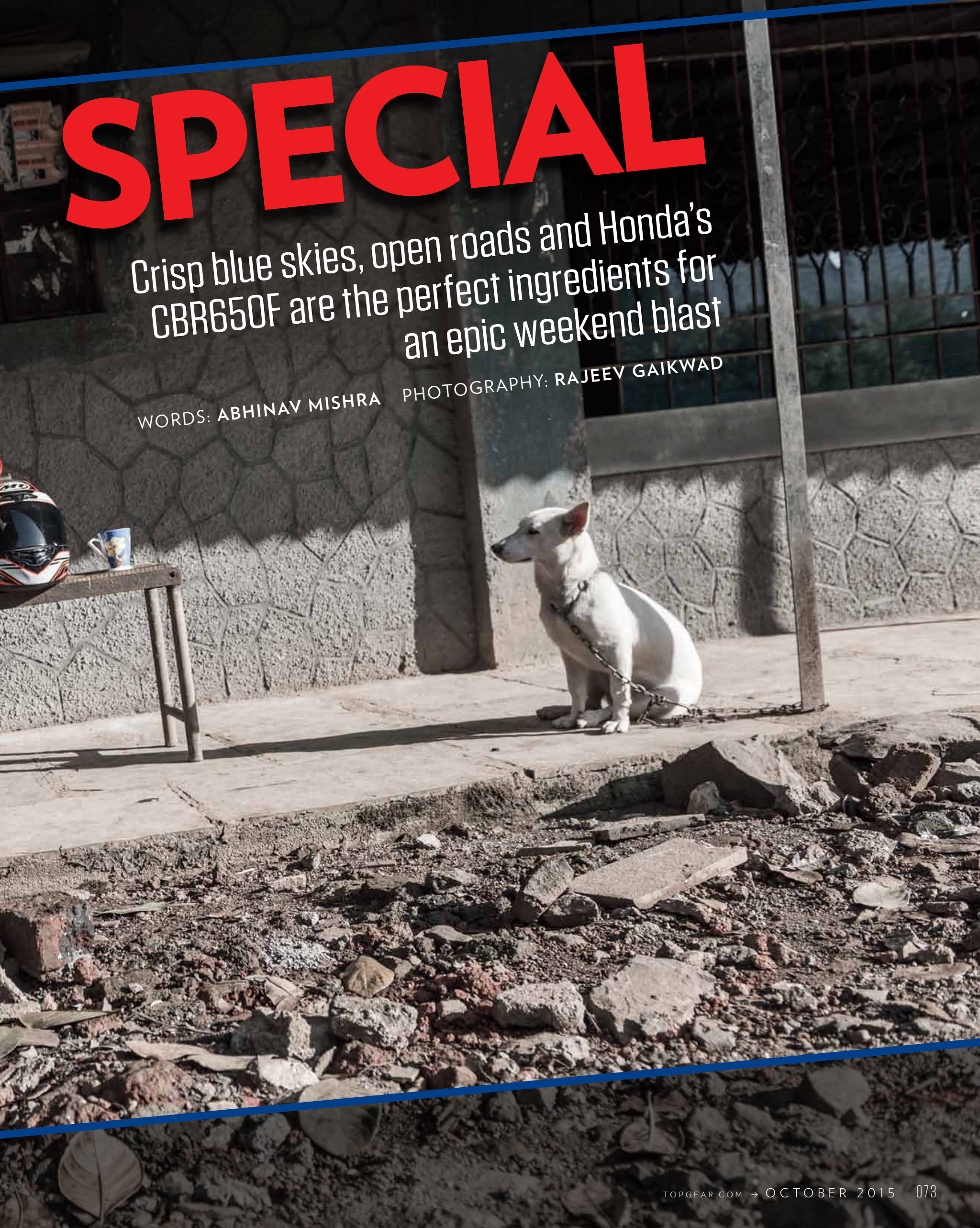
7/10

SPECS

BMW 750i xDRIVE

1400W Bowers & Wilkins system features 16 partly illuminated speakers

SUNDAY



SPECIAL

Crisp blue skies, open roads and Honda's CBR650F are the perfect ingredients for an epic weekend blast

WORDS: **ABHINAV MISHRA** PHOTOGRAPHY: **RAJEEV GAIKWAD**

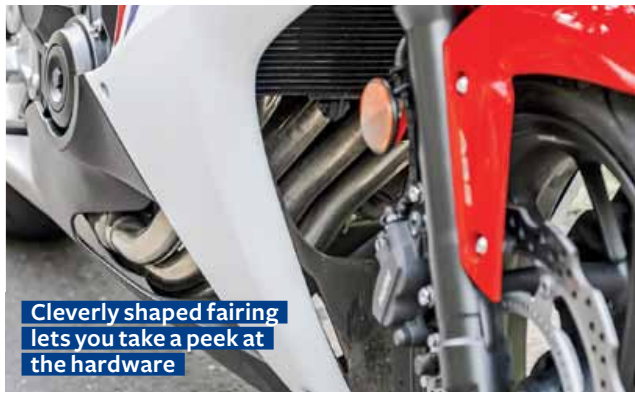
Today is Sunday. If you asked me, I'd say no day of the week is better than Sunday. I can laze around, watch TV shows all day, or just enjoy some quality time with family and friends. What makes this Sunday so special, you ask. Well, it's 6 am, the sun is coming up over the horizon, and the sky is a delightful shade of azure. Parked outside my apartment is a box-fresh Honda CBR650F, and I'm fizzing at the idea of taking it out for an early morning run.

But before I hop onto it and blast off, I take a good hard look at this new Honda. To be honest, I am unimpressed with the way this bike looks. Allow me to explain why.

We're familiar with Honda's design philosophy, which is what the 650F follows. In simpler terms, it is... er, simple. The single headlight isn't exactly attention-grabbing. The boomerang-shaped LED day-time running lights that flank the headlight look nice, and on the whole, the bike does pack plenty of visual muscle. Hide the 650F badge, and you'd forgive anyone who mistakes it for a higher-capacity motorcycle. The full fairing cleverly exposes a bit of the four pipes that sprout from the engine and merge into a stubby exhaust. The meaty 180mm rear tyre looks the part, too.

Adding some amount of flash to an otherwise understated design is the red, blue and white paint scheme. Some plastic panels sport a faux carbon fibre finish, which may sound tacky, but they look decent in the flesh.

I wonder why Honda played it safe with the design at a time when most of its competitors have added more pizzazz to their bikes and flirted with things like projector headlamps, twin headlights and so on. Customers will be left wanting for a bit more for their hard-earned money, especially when



Cleverly shaped fairing lets you take a peek at the hardware

the 650F will cost them over ₹8 lakh of it.

On to more important things. The engine is all-new, and has been developed specifically for the 650F. Unlike most bikes in this segment, which make do with two cylinders, the 650F gets an in-line four. Refinement is a thing of great importance to Honda, so that comes as no surprise.

The engine makes 85.3bhp, and 62.9Nm of torque, which seems acceptable for a motor of this size. Ride-by-wire tech and traction control have been given a skip to avoid watering down the riding experience. Power is sent to the rear wheel through a six-speed transmission, which, as you'd expect from Honda, is as smooth as the Nutella I usually binge on on a day like this.

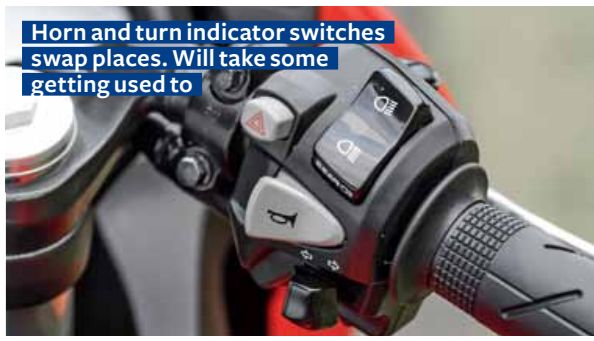
Apart from the engine, Honda has decided to keep things fairly basic across the board. The chassis is of the diamond frame variety, and non-adjustable, telescopic front forks have been chosen over inverted forks, which have become hygiene on high-capacity motorcycles in today's world. The front forks have a travel of 4.3 inches, which is good

'IT MAY WELL HAVE BEEN HUMMING *ON DAYS LIKE THESE* AT 100KPH'

enough to soak up most bumps, while the monoshock at the back gets seven levels of preload adjust and five inches of travel.

Any reservations I have about the 'basic' nature of the CBR650F go flying out of the window the minute I crack open the throttle. A wave of torque sweeps in at 4,000rpm, and once I breach the 6,000rpm mark, the engine comes into its element.

Anchors from Nissin are top-class



Horn and turn indicator switches swap places. Will take some getting used to

The mellow exhaust note transforms into a blood-curdling scream as you close in on the redline. On a sufficiently long stretch, the 650F reaches 190kph with ease. Honda says it can do 220 clicks, and I don't doubt that claim one bit.

It's not all about raw power, though. There's also a gentle side to this motor. On a day as gorgeous as today, I slot it into sixth gear to just dawdle through the woods, and the engine may as well have been humming Matt Monro's *On Days Like These* while doing 100kph. It is that relaxing.

The riding position is upright compared to regular supersports, but leans towards the sportier side of things. It is good enough for touring, giving the rider a clear view of the road up ahead. The huge ➤

Flat one-piece seat means two-up is a genuine prospect

fairing deflects the wind away from the rider, and when you're doing 130-140kph, it keeps wind blast in check.

The single-piece seat (F in the 650F denotes full seat) is comfortable. It's firm yet supportive, and there's enough room for you to shift around on long rides. Unlike other motorcycles,on which the wafer-thin rear seat is just about enough to haul a pillion for a short ride, the 650F can keep a pillion happy as well. You could actually ask your better half to join you for a road trip on this.

The all-digital instrument panel is easy to read at a glance. There are two dials, one with an integrated tacho and speedometer, while the other houses a fuel indicator, trip and clock (handy when travelling long distances). What I don't like is the absence of a gear indicator and the interchanging of the horn and the indicator switches, which can be quite irritating when Sunday ends and Monday morning greets you with a traffic jam and you're trying to kill the indicators but end up honking instead.

But Monday is still some time away, and the 650F is still between my legs.

I can only behave myself on the 650F for so long, as I get off the highway and find some empty, winding back roads. Shifting down a few cogs and listening to the exhaust is therapeutic. This is what a weekend should sound like.

‘YOU CAN’T BE WELL-BEHAVED ON THE 650F FOR TOO LONG’

I like the way this bike corners. It stays composed in every situation. But, the weight and the meaty rear tyre, which inspire so much confidence around turns, affect the bike’s liveliness. It just doesn’t feel agile enough when changing direction. To make it simpler for you, it’s like trying to chop onions with a machete. You can use it for the job, but only with some practice.

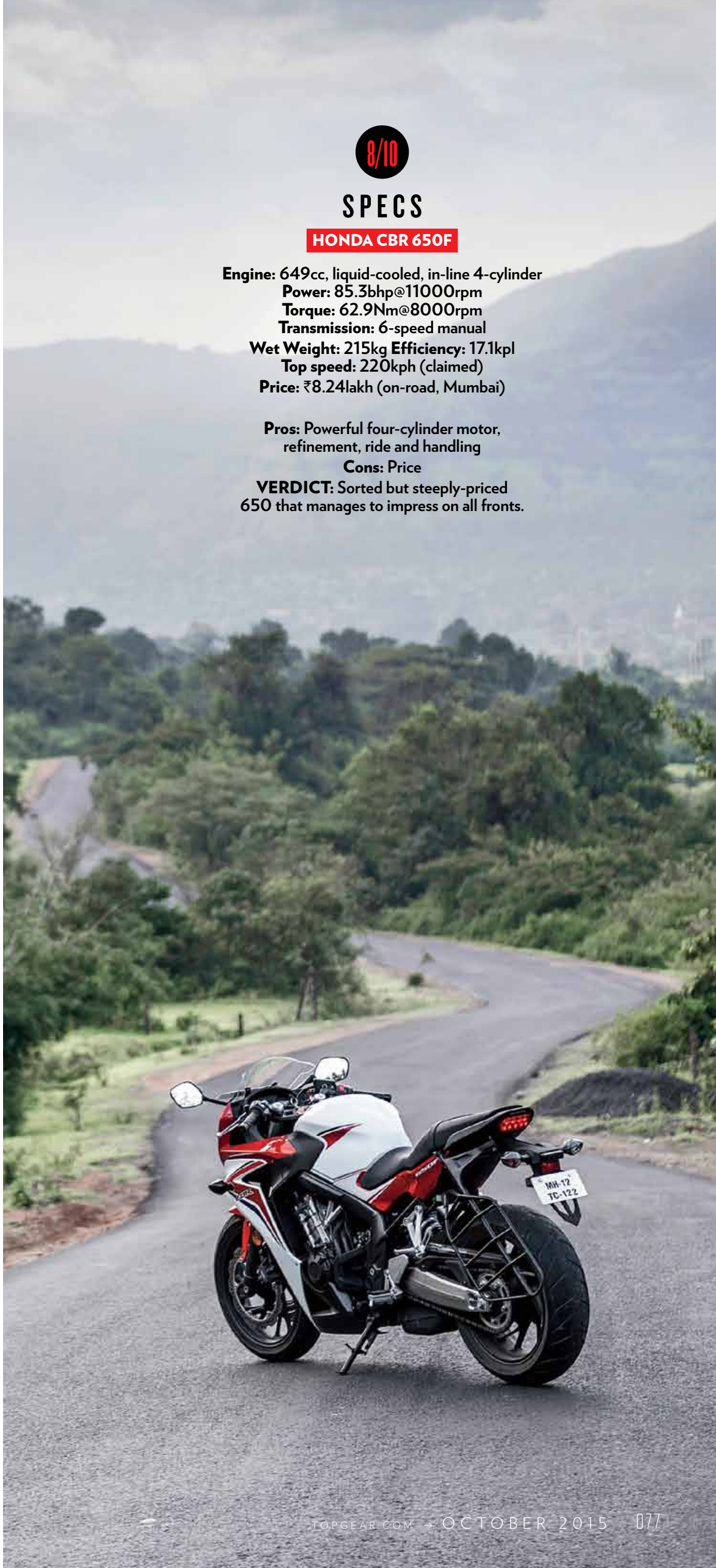
The way it rides over a broken patch of road will leave you impressed. Yes, the setup is on the stiffer side, but with generous suspension travel, I hardly feel anything while riding over broken patches of road. Uneven surfaces fail at unsettling the 650F. It just flies over everything.

There’s plenty of ground clearance, which ensures there’s no belly-scraping over speed breakers. Even if you spot a breaker too late, there’s no cause for concern. The 320mm dual discs upfront and the 240mm single disc at the rear can rein in this 215kg sport-tourer in a calm and composed manner. ABS is standard and functions at both ends, but for unexplained reasons, Honda has given its patented combined braking tech a skip.

Stopping at a fuel bunk for a top-up after riding the 650F like a gentleman (and like a hooligan) through the day, I do the math, and work out it has done 17.1kpl. Couple this with a large 17-litre fuel tank, and you have a range of around 300km on a full tank. Sure, the fuel figures can be bettered if you go easy on the throttle, but considering how much fun this bike is, I doubt owners are going to take it easy on this.

At ₹8.24 lakh (on-road, Mumbai), the 650F is not a cheap motorcycle, but this bike has a lot to offer. There are not many under-Rs 10 lakh four-cylinder 650cc bikes on sale today, the Benelli TNT 600 GT aside. The versatile nature of the 650F gives owners the opportunity to ride it the way they want to, not to forget the bulletproof reliability of a Honda, and a 20-strong dealership network which will ensure a perfect ownership experience.

But best of all, if you buy one of these, you won’t laze around. You won’t watch whatever’s on the telly. You’ll find quality time for your loved ones sometime during the week. On Saturday, perhaps. For as surprising as it may sound, on the best day of the week, you will be out in the sun, smiling inside your helmet as the 650F yowls all the way to eleventh heaven. TG



8/10

SPECS

HONDA CBR 650F

Engine: 649cc, liquid-cooled, in-line 4-cylinder
Power: 85.3bhp@11000rpm
Torque: 62.9Nm@8000rpm
Transmission: 6-speed manual
Wet Weight: 215kg **Efficiency:** 17.1kpl
Top speed: 220kph (claimed)
Price: ₹8.24lakh (on-road, Mumbai)

Pros: Powerful four-cylinder motor, refinement, ride and handling
Cons: Price
VERDICT: Sorted but steeply-priced 650 that manages to impress on all fronts.

DISCOVERY
MH.01.BY.9327

WADE TO ORDER

WE ASK THE ALL-NEW DISCOVERY SPORT SOME TOUGH QUESTIONS. DOES IT HAVE THE ANSWERS?

WORDS: **AGASTI KAULGI**
PHOTOGRAPHY: **HIMANSHU PANDYA**

PLAY

> ‘THE DISCO SPORT DOES BORROW SOME STYLING CUES FROM THE EVOQUE, BUT DESPITE THAT, IT MANAGES TO ESTABLISH ITS OWN IDENTITY’

Germany is a country worthy of envy, especially when it comes to automobiles. It's probably about the same size as Rajasthan, but it practically reeks of motoring heritage. Irrespective of the segment, Germany's biggest players don't compromise on one thing: luxury.

Right from Mercedes' GL and ML and BMW's X series to Audi's Q range, a moneyed customer is never given any room for complaint. But I wonder if the same can be said about German SUVs' abilities off the road. Yes, I know, some of these titans do come with off-road kit and stuff, but Land Rover still remains the last word when you talk of getting to places where no other car has gone before. LR has always stuck to its core competency, and every car that comes out of Coventry can handle a lot of abuse. The Brits have also adapted to new realities, such as consumer demand for luxurious SUVs with the Range Rover portfolio. Rangies, however, aren't just chic and big, they are pretty capable off-road, too. And, right at this moment, we have a new Landie that is almost as classy as a Range Rover. Meet the Discovery Sport, the replacement for the ageing yet extremely versatile Freelander 2. It speaks the new LR design language, and drives in a contemporary manner, too. Yes, it does borrow some styling cues from the Evoque, but despite that, the car manages to retain its own identity.

The Disco Sport is better in almost every way than the car it replaces. But, how much better is it? To find out, we took it to a place that would test the Disco Sport's limits, ask questions of it, questions anyone looking to spend Disco-sort of money would ask.

So...

Can the Disco Sport carry seven into uncharted territory?
Yes. The car comes with a 5+2 seating layout. That means it can seat five in comfort. It has well designed seats, and enough leg-, shoulder- and headroom. But the same can't be said about the third row, which seems to be an afterthought and is, at best, a place to banish pesky kids to, or, perhaps, adults you are not entirely fond of. Ticking on the 5+2 option also means that you compromise on a full-sized spare. Not a good idea, then, unless you are, for some reason, fascinated with space-savers.

How good is it with the rough stuff, especially rocks and all?
The Disco is pretty, pretty good. You could take it just about anywhere, but it doesn't have ride-height control, so you might want to steer clear of boulders and jagged rocks. The

More room for luggage, or two unpleasant +2 occupants: take your pick

level to which the wheels articulate, too, isn't great, and, as a consequence, one wheel could be suspended in the air, spinning away to glory.

Is it scared of water?
Not at all. The Disco can wade through 600mm of water without breaking a sweat. That's water right up to your thigh, in case you are of average height. Puddles? What puddles?

How about steep slopes or the beach?
No probs here as well. Credit for that goes to the drivetrain and the smart software that knows how to harness the power. Though everything is all-new on the Discovery Sport, the engine has been retained from the Freelander 2. It's a 2.2-litre, four-cylinder turbodiesel unit that's available in two states of tune – 147bhp and 187bhp. The 147bhp unit churns out 400Nm of pulling power.

That might not sound like much, but on the road, the Disco Sport is pretty quick. All of that torque is available from 1,750rpm, helping it to be quick on the highway and climb steep gradients. The engine is mated to a nine-speed automatic transmission, which has a fair number of ratios that keep the motor spinning at the right revs, allowing power to be obtained linearly. As for the beach, Land Rover's signature Terrain Response System alters the way the car behaves depending on the terrain you are traversing. Choose 'Sand', and it reduces the sharpness of the throttle and restricts the amount of torque that's fed to the wheels. This means the car won't get bogged down as much as other cars would, and you won't have that embarrassed expression most people sport – there are even memes inspired by it – after beaching their SUV. Similarly, the SUV also has a 'Snow' mode, which prevents the engine from spinning the wheels in snow and also alters a few other things to help it handle low-traction terrain.

If you're planning a trip to Ladakh, the Disco Sport will be an ideal companion.

Can it handle broken tarmac?
This is where the Disco Sport gets an A+. While our test car, the TD4 HSE, didn't have adaptive suspension, it felt completely at home on broken tarmac. The suspension filters out bumps, and does so in an assured manner. Naturally, you won't hear those dreaded suspension 'bottoming out' noises if you are behind the wheel of the Disco. The ride is not only good on the road and over patchy surfaces, but the suspension cushions out a lot of hits off-road, too.

Can the Disco Sport go the distance?
The complete premium SUV is not just a good off-roader, it also possesses good on-road dynamics. Unlike the Freelander 2, which leaned towards being a better off-road vehicle, Land Rover seems to have found the right formula for making its new SUV equally as competent ➤

“THERE IS SUBSTANTIAL PROOF FOR US TO SAY THE DISCO SPORT CAN DO STUFF MOST OTHER PREMIUM OFF-ROADERS, COSTING AS MUCH, CAN’T”

Built to last, superbly versatile, but nothing in here to make you go “Wow!”

> THE DISCO SPORT'S BIGGEST PROBLEM COMES FROM WITHIN ITS FAMILY: NAMELY, THE EVOQUE, WHICH YOU CAN HAVE FOR JUST TWO LAKH MORE

7/10

SPECS

LAND ROVER DISCOVERY SPORT HSE TD4

ENGINE: 2179cc, 4cyl, turbo diesel, **POWER:** 147bhp at 4000rpm
TORQUE: 400Nm at 1750rpm **TRANSMISSION:** 9A, AWD
0-100KPH: 11.91 seconds **30-50KPH:** 2.35 seconds
50-70KPH: 2.79 seconds **80-0KPH:** 25.29m; 2.27 seconds
TOP SPEED: 210kph **WADING DEPTH:** 600mm

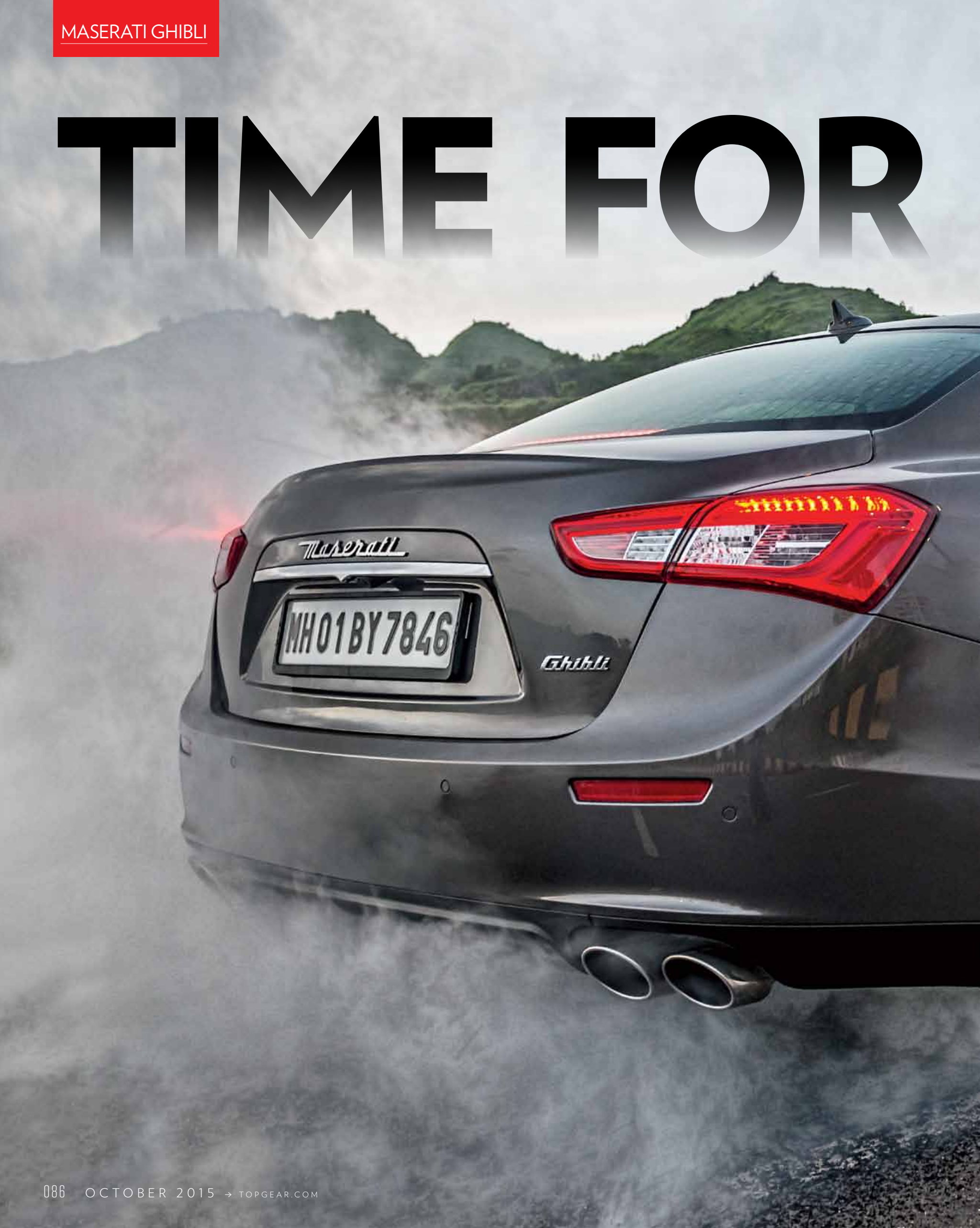
PRICE: ₹54.86 lakh (ex-Mahrashtra)
PROS: Engine response, off-road ability, practicality
CONS: Handling not great, third-row seats
BOTTOMLINE: Has off- and on-road dynamics in place, is practical and looks good, too. Cabin lacks 'wow' factor.

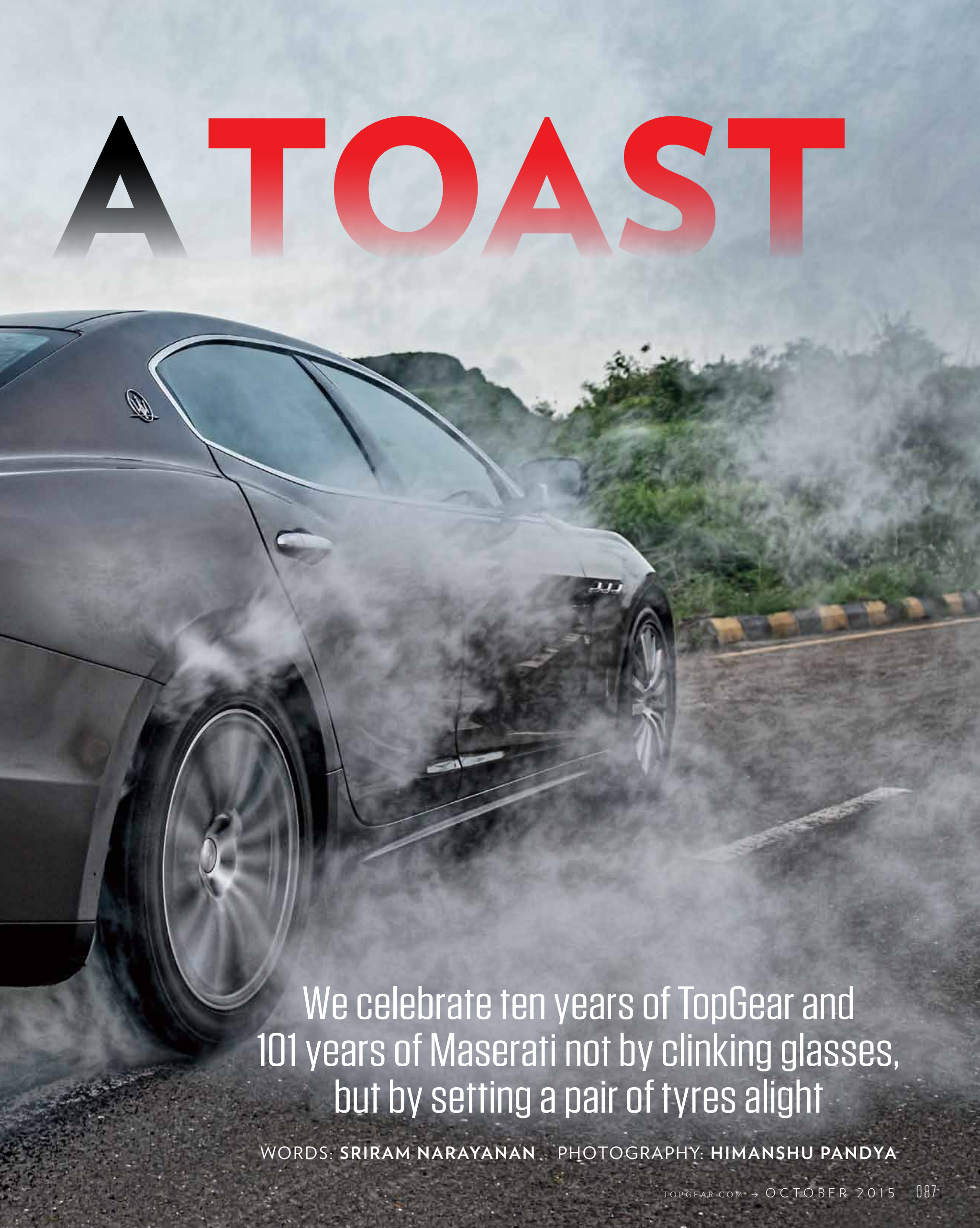
When the road ends, this system is your new best friend

on a variety of terrain. The steering isn't as light as the Freelander's, so you won't need to correct it a lot at highway speeds. The Disco swallows the miles calmly and feels solid even at its top whack of 210kph. But when it comes to negotiating sweeping bends, there are SUVs that are better at it than this one. The all-wheel drive system sends power to all four wheels so you have the best traction possible, but the high centre of gravity makes it roll around corners a fair bit. However, the Discovery Sport is a neutral handler.

So, there we have it. Proof that the Disco Sport can do stuff most other premium off-roaders, costing as much, can't. But, in the case of the Disco Sport, there's a problem. And the origin of the problem is not Germany or Japan. It's a Brit thing, and it's called the Range Rover Evoque. While the Disco Sport starts at ₹46.1 lakh (ex-Maharashtra), an extra two lakh rupees will get you an Evoque and, with that, an ultra-chic Range Rover in your garage. But, if you resist the temptation of buying the Evoque and opt for the Disco Sport, you get a more practical, more spacious car with similar off-roading capabilities. Overall, the Disco Sport is a well-rounded product and does many things well. But, I'm yet to get a hang of what it's really, really good at.

TIME FOR





A TOAST

We celebrate ten years of TopGear and 101 years of Maserati not by clinking glasses, but by setting a pair of tyres alight

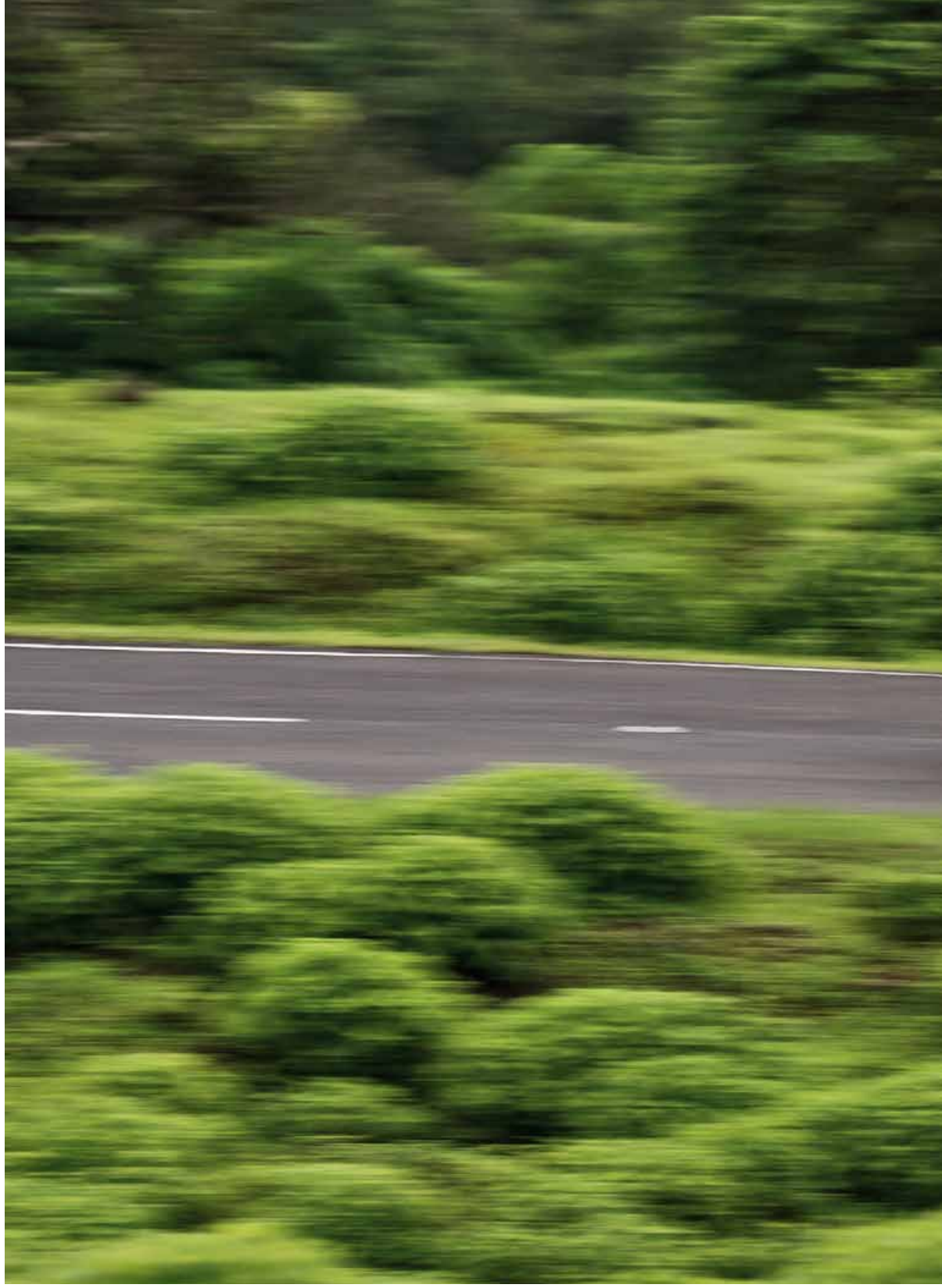
WORDS: **SRIRAM NARAYANAN** PHOTOGRAPHY: **HIMANSHU PANDYA**

Horacio Pagani is a toddler. A toddler, with respect to being a supercar maker. His company has no heritage to speak of. You won't find grainy pictures of podium finishes in the Pagani hallway. And that's not because Pagani hasn't won anything. It's just that it has never raced. But in the short while it's been around with the Zonda and now the Huayra, Pagani has grown into something more than mere bedroom poster material.

I once asked Horacio why the Emilia-Romagna region, in Italy, had such a thick concentration of supercar makers – Maserati and Pagani in Modena, Ferrari in Maranello, Lamborghini in Bologna – and whether it had something to with the water out there. He told me it had a lot to do with the Maserati brothers who started in 1914. Perhaps, every other kid in Parma looked at a Maserati and thought, 'When I grow up, I'll make something like that.' That's a remarkable statement in two ways. One, Maserati may have inadvertently fuelled the desire in part in certain boys called Enzo, Ferrucio, and even a Horacio. Two, the year 1914. That's a century ago. One hundred years. A time when the motorcar was still a strange and crude implement, and Adolf Hitler was just a regular human being.

And, now we are inside the Maserati Ghibli diesel. If you are a diehard Maserati fan, you'd want to end your life. This Ghibli has a 3.0-litre, 271bhp V6 turbodiesel. In the world of pedigreed Italian exotics, that's the engine Enzo Ferrari would have tolerated only in his lawnmower. The 4.7-litre, naturally aspirated V8 in the old Quattroporte and the current GranTurismos sounds like a bunch of lions involved in a territorial fight. This diesel? Honestly, it's much better than I expected. Sure, it's not a concert full of snarls and roars, and it has a narrow powerband. But from 1,800rpm to 3,500rpm, the Ghibli gives out a subdued, but deep rumble. Which isn't the best part. The best part is this rumble isn't contrived or made audible through some audio system. The rumble is natural. It starts with a purr, ascends to a growl and then, er, dies out in a cacophony of wind and tyre noise.

Which is when I begin to wonder if Maserati has lost the plot. At triple-digit speeds, without a glorious soundtrack as accompaniment, you might as well be driving something German. Or Korean. The Ghibli does nothing to impress you at first. Yes, it looks fabulous. It's elegant, restrained, and yet,



Doesn't need a synthesizer to produce a wonderfully throaty rumble

‘WHEN THE **GHIBLI PASSES BY**, NECKS CRANE, BROWS FURROW IN CURIOSITY, AND **LIPS CURL IN APPRECIATION**’

Not the most spacious four-door, but the original Ghibli was a 2+2, so this is perfectly acceptable

aggressive. It doesn’t grab you by the collar to get your attention. Jaws don’t drop, but necks definitely crane, brows furrow in curiosity, lips curl in appreciation. No one on the street can identify the car with a trident on its nose. But the Ghibli has an exotic air about it. Exotic enough for people to stop and notice. Exotic in a way no Merc, Audi or BMW can be.

But your first few moments on the open road with the Ghibli will reveal nothing phenomenal about the car. It steers well, holds its line well, brakes marvellously and rides beautifully. Wind and tyre noise are a bit high. But, where the Ghibli clearly shows its roots is in the twisties. In fact, the Ghibli’s performance over challenging mountain roads reminds me of Rahul Dravid. On pitches where every other batsman would pile up a massive score, Dravid would just be another batsman. But, in conditions where even the big names couldn’t get bat on ball, Dravid would script a double hundred. The Ghibli is like that. ➤

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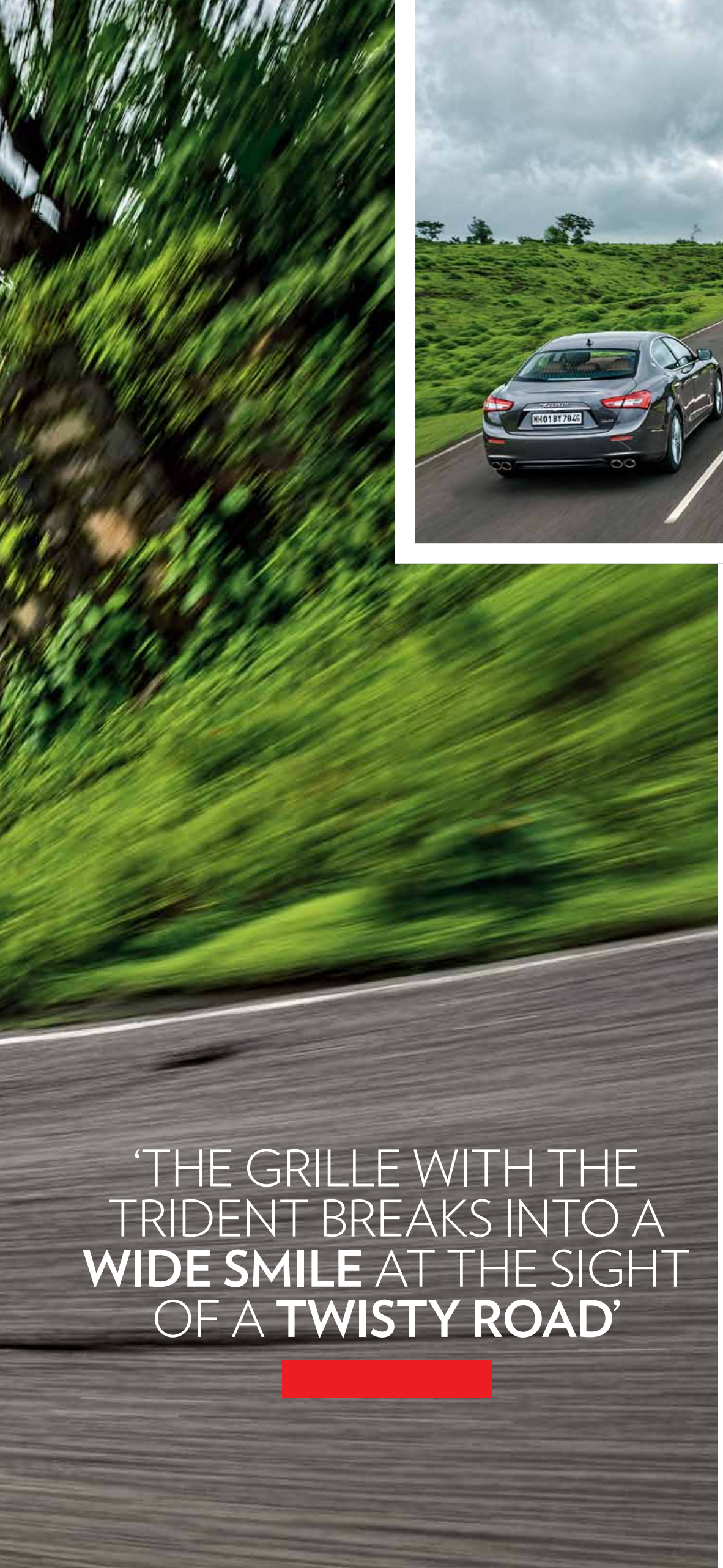
PLAY



'THE GRILLE WITH THE TRIDENT BREAKS INTO A **WIDE SMILE** AT THE SIGHT OF A **TWISTY ROAD**'

Show it a regular road, and it just goes about its business. Show it some twisties, and you can feel that grille with the trident break into a wide smile, those narrow headlights dilating in glee. And, the constant braking and acceleration gives the engine ample opportunities to sound off that deep rumble, as the revs climb to a not-so-glorious 4,000rpm. The Ghibli diesel is perhaps the best example of what's possible if you get weight distribution spot on. And that if you have the weight of the car as low and concentrated as much at the centre as possible, then power, suspension set-up and steering geometry simply don't matter.

The V6 engine is tucked deep into the engine bay. Even the windshield washer tank is right beneath the windshield rather than at the usual spot near the grille. If you want one good reason to get yourself a diesel-powered Italian exotic, this centering of the weight is it. The superbly communicative steering, and the chassis, which takes to the contours of the road like a seatbelt takes to the contours of your body, make up for the engine's lack of outright performance and acoustic drama.

The only business you should attend to inside this is the business of driving

8/10

MASERATI GHIBLI DIESEL

SPECS

Engine: 2987cc, V6 turbodiesel, **Power:** 271bhp at 4000rpm, **Torque:** 600Nm at 2000-2600rpm **Transmission:** 8A, RWD, **Weight:** 1835kg, **Fuel capacity:** 80 litres, **Top speed:** 250kph (claimed) **Price:** ₹1.1 crore (estimated, ex-showroom)

TG PERFORMANCE

0-100kph: 6.84 secs; **80-0kph:** 22.61m; **30-50kph:** 1.87 secs; **50-70kph:** 1.72 secs

Pros: Handling, ride, engine note in Sport, high-speed dynamics, looks

Cons: Large steering wheel, rear-seat space

Bottomline: The most characterful and evocative diesel performance sedan

Every time you go around a corner, the Ghibli gives you the impression it could have gone around it faster. And, the cornering headlights and automatic high-beam adaptability make the Ghibli the perfect car on a lonely, star-lit mountain road. The only thing ruining its sensational handling is the extra large steering. It's the size of a Rajasthani *thali*.

Compared to older Maseratis, the Ghibli's list of quirks is short. The key looks like something that belongs to a car like this instead of a cheap blue plastic fob made by cheap keychain makers. The media interface isn't the best, but in terms of progress, it's like Windows 95 compared to older Maseratis that seemed to run on MS-DOS. And, in a display of bizarreness that can only be Italian, the interface also has a calculator. The reverse camera in the Ghibli is strange. You get to see quite a bit of the rear number plate along with the road, the images are rather blurry, and at night, the feed from the camera has more grains in it than a multi-hectare paddy field. The paddles are beautifully constructed, but they don't turn with the steering. Which is standard in Maseratis, but these are way shorter. Honestly, with this engine, though, you don't really get much with the paddles than you get in auto mode. Plus, the gearshifts are a bit tricky to quickly shift between Park, Drive, Reverse and Neutral. And, thanks to the funnel-dependent fuel-filling system, we couldn't get

Leave it in auto mode, and let the 8-speeder do its thing

A nameplate resurrected after nearly half a century

an exact fuel efficiency figure. Oh, and just to complete the Italian supercar feel, you've got to be careful with the Ghibli over speed breakers.

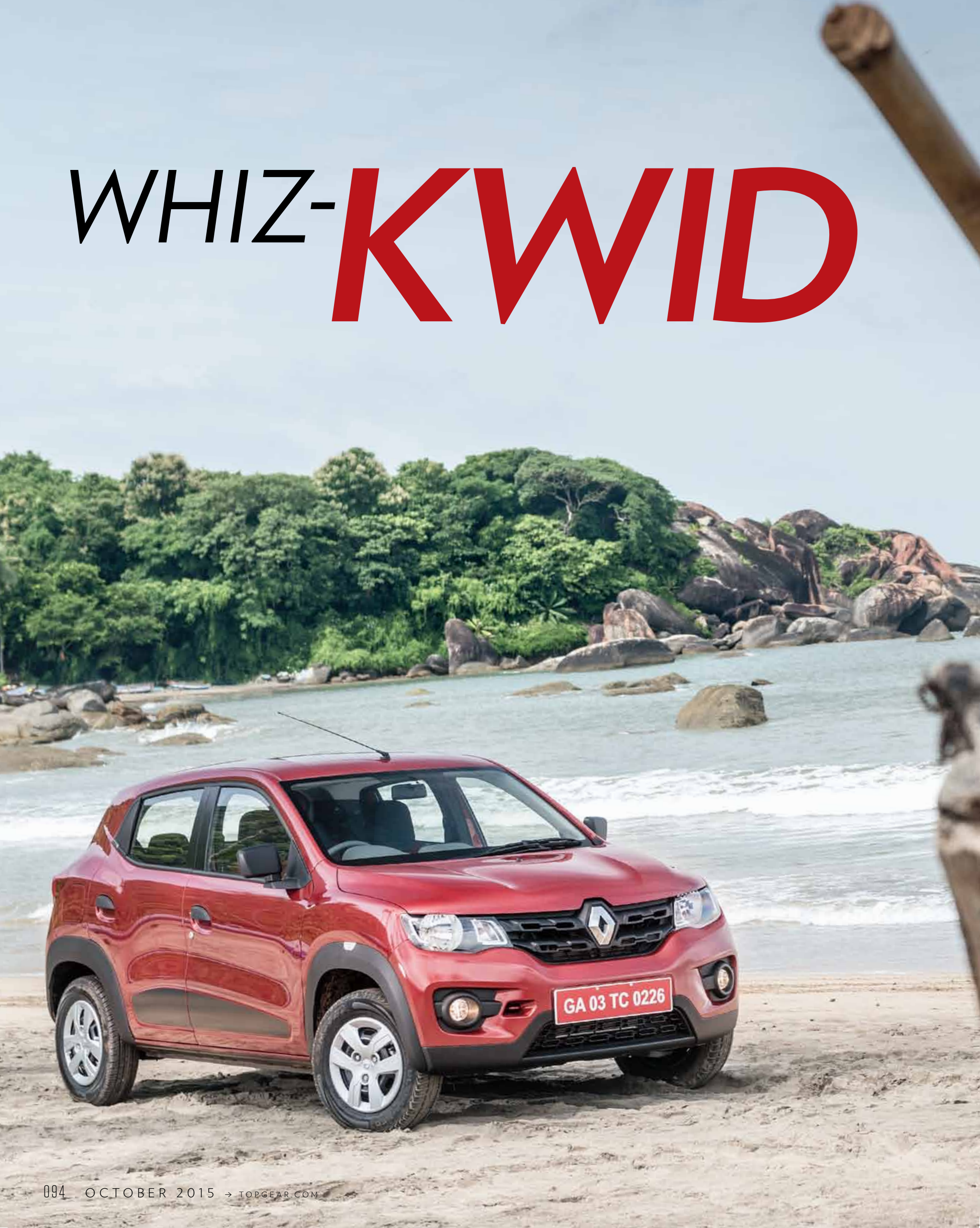
Which makes me think, the Ghibli, with this diesel, isn't really a supercar. It's something a bit more humble, a bit more restrained. It's the result of Fiat's new gameplan in which Maserati has to bring in more numbers and leave the quirks and high performance to Ferrari. But if you leave the supercar halo aside, you'd realise that as a diesel performance car, the Ghibli is unique and seriously fun. Combine that with those lines and bang-on proportions, and you will forgive the lack of legroom at the rear.

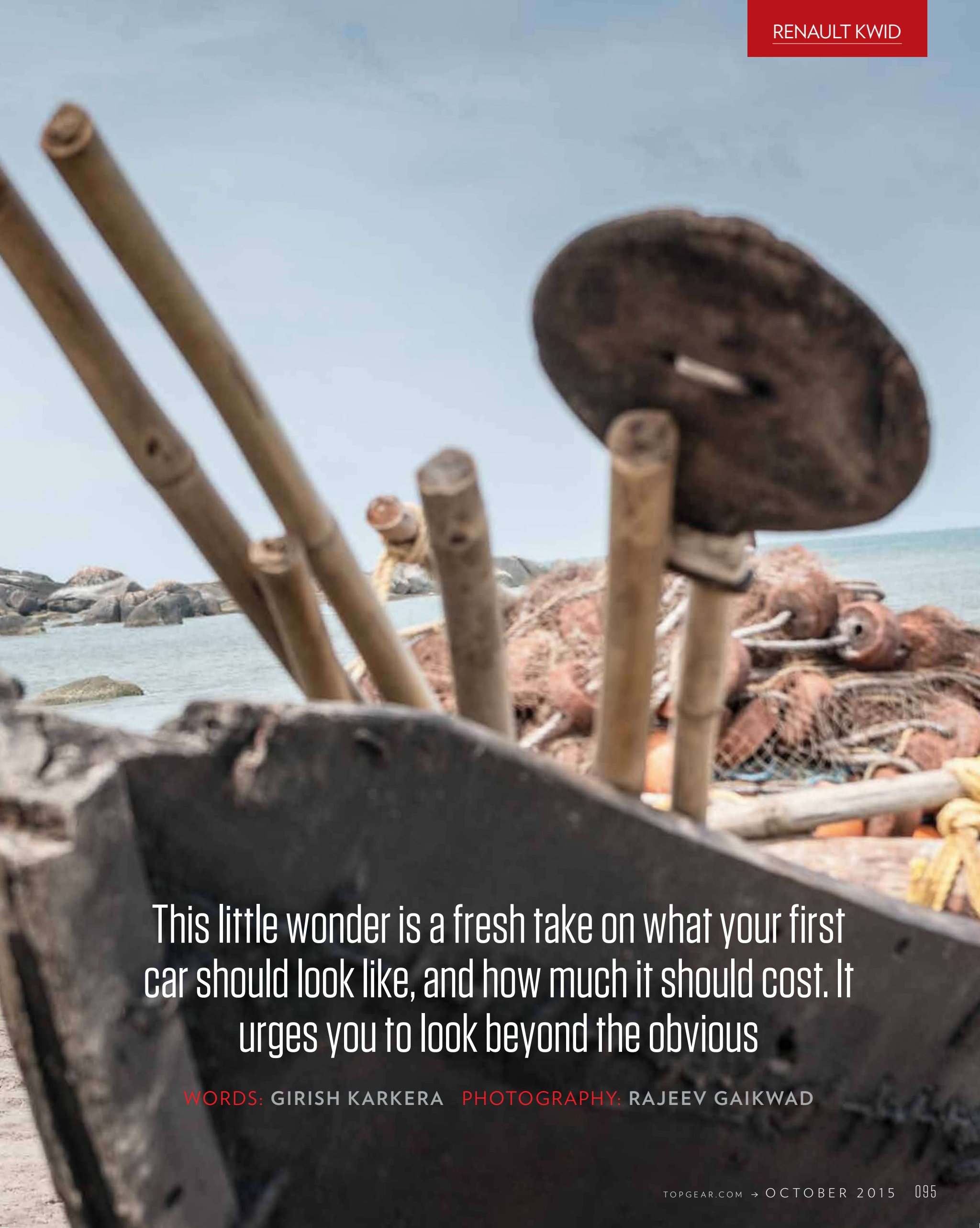
The challenge for this Ghibli in India, though, is that it's in no man's land. Internationally, it competes with the 5-Series, A6 and E-Class. But it will also interest people shopping for four-door coupes such as the CLS, 6-Series Gran Coupe or the A7. While exact prices aren't out, the Ghibli diesel, which is the cheapest Maserati you can buy, will still be over a crore. In terms of pure sticker price, the Ghibli doesn't make a strong case for itself.

But then, that's not how little boys who dream big in Italy think. The Ghibli is walking this tightrope between curbing its instincts while still holding on to its supercar mindset. Just a little after it has completed a century in existence, Maserati's situation is like that of a professional boxer who has been told to soften his blows to reduce violence and boost TV ratings. Yet, in between the mostly measured punches, the Ghibli delivers a quick knockout blow. The question is, will you take it on the chin and revel in the Ghibli's display of character and soul, or just duck the punch and head to the Germans? Oh, and a happy 101st. How often do you get to say that? TG

'IN BETWEEN THE MOSTLY **MEASURED PUNCHES**, THE GHIBLI DELIVERS A QUICK **KNOCKOUT BLOW**'

WHIZ-KWID





This little wonder is a fresh take on what your first car should look like, and how much it should cost. It urges you to look beyond the obvious

WORDS: GIRISH KARKERA PHOTOGRAPHY: RAJEEV GAIKWAD

All-digital instrument cluster lacks a tacho. Reminds one of a digital watch

The local looked at the car with amazement. "Four lakh for this beauty?", he asked. Accompanying the amazement in that question was a hint of disappointment. As we found out, the chap had just booked a Hyundai Eon, and was supposed to get delivery in a week's time. Obviously, the question that followed was: "Is this a better car?"

The Kwid is Renault's first salvo in the budget car battlefield. And, unlike most established carmakers, the French have taken an untrodden path. Renault has built an all-new car, on an all-new platform, with an all-new powertrain targeted at an all-new set of buyers who struggle to see beyond a Maruti or a Hyundai when buying their first car.

If you find the name familiar, it's for a reason. Renault first showcased the Kwid as a concept at the Delhi Auto Expo, last year. It was a design straight out of some Hollywood sci-fi flick, with its oversized wheels and an unconventional three-seat set-up. Nearly two years later, it has arrived in the real world with a much more conventional look, but one that, compared to its rivals, is a quantum leap.

In our land, SUVs are all the rage, and Renault's designers have now brought the flavour to the most basic segment, simply because most first-time buyers also aspire to own an SUV – which is, more often than not, beyond their reach. No, the Kwid isn't an SUV, neither is it a crossover, but it borrows a bit from both body styles. Flared wheel arches, muscular contours, a massive grille... all aimed at giving the Kwid that quintessential big car look. Large, well-shaped headlamps, plastic cladding and lots of ground clearance reinforce the SUV look.

The designers have done things properly, for the Kwid possesses a massive amount of road presence. As we drove around the narrow lanes of Goa, second glances, people slowing down to watch the vehicle pass, or even changing course to catch up with it was the norm for the day. A family of three on an Activa even took a U-turn to take a closer look at the Kwid. As if the eye-catching design wasn't enough, the estimated price and claimed fuel efficiency had them smitten. Admittedly, Renault has thought this one out nicely, just like it did with the Duster, which was conceived to be a proper, affordable soft-roader.

In terms of size, the Kwid is much bigger than the Alto and the Eon. In fact, it is longer and wider than even the Maruti Wagon R. That should give you a sense of the space inside. It isn't as tall as the Wagon R, but despite that, headroom isn't an issue. ➤

'RENAULT HAS BROUGHT THE SUV FLAVOUR TO THE MOST BASIC SEGMENT IN INDIA'

'THE KWID'S 660KG HEFT MAKES IT AS SPRIGHTLY AS A BEAGLE'

Quality materials, oodles of space and plenty of cubbyholes. The best you can get for this sort of money

Front power window switches are placed on the centre console

799cc three-pot a bit coarse, but pulls the car along nicely

The ground clearance on the Kwid is 180mm, which betters almost every other hatchback out there. This makes the car reasonably capable on dirt roads. But, make no mistake, this is no off-roader.

At its heart is a tiny, all-new 799cc engine, one of the smallest and lightest Renault has ever made. It is a three-cylinder motor, so some coarseness is to be expected. But, on the move, vibrations inside the cabin are kept to a minimum. It's noisy, yes, especially when you rev it hard. But, more importantly, mid-range is strong. There is no tachometer, but in third gear, we had no problems tootling around the tourist hotspot. The engine is mated to a new five-speed manual gearbox. The shifts feel a bit vague, but throws are smooth and short, and overall, quite easy to use. If there's a need to go through the cogs quickly, the Kwid won't disappoint. Torque kicks in quickly, the gear lever slots in slickly and the 660kg heft means the car is as sprightly as a beagle. But, don't except to take it ➤

corner-carving. The steering is ultra-light, which is just perfect when you're parking the car or manoeuvring through a jam. Not so ideal for spirited driving.

Thankfully, the Kwid isn't tiny, so it covers a reasonable footprint, which means there's enough grip. But, the rear setup is a bit on the softer side, which means the ride can get bouncy and wallowy. A slightly higher centre of gravity also means there's a bit of body roll. Up front, the suspension is tuned to absorb the nastiest of potholes. Ride is one department where the Kwid sets the benchmark.

Another area this entry-level Renault excels in is space. The interior has lots of storage spaces – three gloveboxes, four bottle holders, five cup holders... okay, not five, but you get the drift. Even the boot offers 300 litres of space, which makes it bigger than the boots of the Swift and the i20. The seats are well bolstered for long drives. Renault will offer different trim and plastics on the four variants on offer. The one featured here is the top-end RXT variant with all goodies, including the touchscreen multimedia system (carried over from the Duster), remote locking and fog lamps.

Only a driver airbag is available, and that too as an option. Surprisingly, there's no ABS. However, Renault maintains the car can be equipped with more airbags and other active safety features in the future. Guess it'll wait for the new safety regulations to come into force before adding more safety kit. Of course, this will drive the price north. While the Kwid offers almost every feature that its rivals do, some corners have been cut, and it's there for one and all to see, like the fixed, non-retracting rear seat belts, or simple side mirrors like those on early Maruti 800s.

Alloy wheels aren't an option, but Renault did confirm they will be available at a later date, along with pressed steel wheels, like the ones on the Duster. With the Kwid, Renault also starts a whole new program of dealer-level customisation with an interesting array of add-ons – from more high-tech wing mirrors to sporty seat covers to chrome grille garnishes. All at a cost, obviously.

Speaking of which, Renault hasn't revealed prices yet, even though the car is due to go on sale anytime now. Bookings had opened as this story went to press, and word is the top-spec Kwid will retail at a sub-₹4 lakh price. Considering there will be four variants, we expect a starting price of ₹2.8 lakh (ex-showroom, Delhi) for the base model. It sounds unreal, but Renault is looking to lay down the marker. Do note the base Kwid will be bare-bones – no power steering, no air conditioner, no music system, no nothing. The good stuff starts from RXL onwards. It sits below the RXT, which is where the Kwid has enough in the way of kit to come across as a

Three lug nuts among the few visible signs of cost-cutting

8/10

SPECS

RENAULT KWID

LxWxH: 3679x1579x1471mm
Wheelbase: 2422mm
Ground clearance: 180mm
Boot capacity: 300 litres
Tyre: 155/80 R13
Fuel tank: 28 litres **Weight:** 660kg

Engine: 799cc, 3-cylinder petrol
Power: 53bhp at 5700rpm
Torque: 72Nm at 4400rpm
Fuel efficiency: 25.17kpl (claimed)

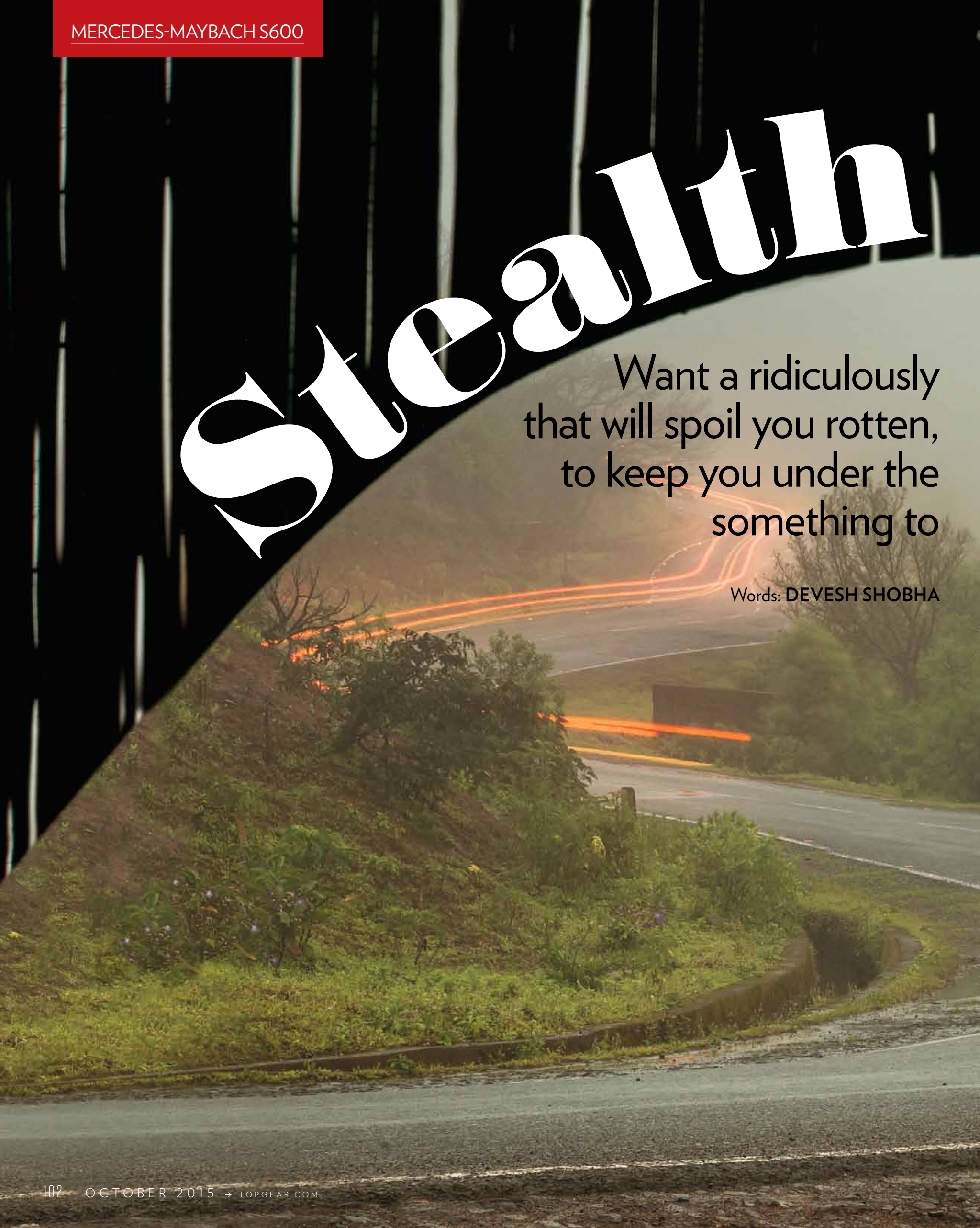
PRICE: ₹2.85 - 3.8 lakh (estimated, ex-showroom, Delhi)

PROS: SUV-inspired design, generous interior space, supple ride, frugal engine, fantastic mid-range
CONS: Base models devoid of most features, ultra-light steering, brakes lack feel
BOTTOMLINE: Despite its basic appeal, this is a wholesome first car to have.

'THE KWID REPRESENTS A NEW GENRE, ONE THAT COULD CATCH ON'

wholesome car, something that doesn't feel like a compromise despite being a true budget offering.

The success of an entry-level model can be gauged by the sort of numbers it does. And, bringing in the numbers is the tough part. It's tougher still if you have to contend with big names who are making the audience dance to their tunes. That said, the Kwid is a new genre entirely, one that could catch on. It looks smart, is a reasonable drive and is practical. Plus, Renault is all set to price it well enough to disrupt the beelines at the showrooms of the usual suspects. Whether it succeeds or fails is another story, but it will have you interested. That's half the battle won. For the rest, over to Renault.



Stealth

Want a ridiculously
that will spoil you rotten,
to keep you under the
something to

Words: **DEVESH SHOBHA**

wealth

expensive limo
but is discreet enough
radar? Mercedes may have
suit your needs

Photography: **SOMDUTTA NHAWKAR**

Ask co-driver to buzz off. Slide front seat, recline your throne, and relax

As a kid, I loved celebrating my birthday. I remember waiting anxiously for the day to arrive when nearly everyone made me feel special. But, as the years piled on, things changed. With every passing year, family and friends took less pains to make my day memorable. Eventually, birthdays didn't feel special anymore.

That's one of the reasons why I'm not fond of celebrating 'my' day any longer. I turned 31 this month, and I didn't expect much to change on my birthday this year either. My plan for the day involved taking the day off, having a simple lunch, spending some time with my folks, enjoying a quiet dinner and indulging in a round of dessert. In a nutshell, nothing special.

But, my team had something else in mind. I was informed that my leave had been cancelled, and that I had to dress up and head to Pune for an early morning assignment. A most unusual instruction. I cursed my luck (and my colleagues), as I made my way out of the city with a sour look on my face. I reached the assigned location and found a brand-new Mercedes-Benz S-Class waiting for me in the parking lot. It was my set of wheels for the day. The sour look vanished.

On closer inspection, I realised this wasn't a 'regular' S-Class. It's the Big Daddy, the extended S that Mercedes has carefully crafted to bring its ultra-luxury brand back from the dead. It was the Mercedes-Maybach S600 – one of the most luxurious Mercs ever to leave the plant – and that realisation put a huge smile on my face.

I must admit, having a Maybach all to myself was a great feeling. It's a car that makes you look at things a bit differently. And, that's one of the reasons why I didn't bother checking out the details on the outside, or reaching out for the driver's door – things that are first nature for automotive journalists. It was a Maybach, after all. Not a car you'd want to drive, but a car you'd rather be driven around in. And, in this case, a car I'd be reviewing from the backseat, which was something I had never done before.

As I stepped into the car, I was greeted by what is one of the best cabins I've had the privilege of being in. It was more like a swish living room and less like a car's interior. There's plenty of wood and chrome trim carefully garnished all around the cabin to go with the bucketfuls of fine-grain Nappa leather. Plus, our test car was equipped with the insanely comfortable rear-seat package that offers two cooled/heated bucket seats with the Hot Stone massage function that are worthy of being called thrones. These can make the comfiest recliners look like ordinary chairs.

Open the centre armrest console, and you find cup holders that are heated and cooled, as well as two airliner-inspired foldaway aluminium tables. I made myself comfortable, and instructed my chauffeur to point the...um, three-pointed star in the direction of the hilly township of Lavasa, ➤

'THE MAYBACH IS A CAR THAT MAKES YOU LOOK AT THINGS DIFFERENTLY'

Step out of your mansion, and into your mansion on wheels

'THIS LIMOUSINE IS A CONCERT HALL, A SPA, A THEATRE AND A MISSILE, ALL ROLLED INTO ONE'

around 200km away from Mumbai.

Why Lavasa? Well, because the road to Lavasa consists of open highways, sweeping bends, tight corners, rough patches and the like – everything you find on Indian roads – making it one of the best courses to test an uber-luxury limo.

Since I started early, I felt the urge of putting to test the first class-spec seats that can be reclined by 43.5 degrees, and convert it into a sofa for a quick nap. At the press of a button, the backrest reclines, the seat squab moves forward, and the extendable leg rest folds out. When you do that, the front passenger seat slides forward, creating acres of legroom. And finally, an ottoman slides out for you to rest your feet on. I have to say, even my family has never pampered me the way these seats did.

If you think these features will spoil you silly, there's more. Merc offers a brilliant 1540-watt Burmester 3D surround sound system with 24 speakers that come very close to giving you a live performance-like experience. And, like the regular S-Class, the Maybach, too, uses Mercedes' Air Balance system of air ionisation and filtration, with the addition of an expensive agarwood essence.

As early as 8 am, there was a crowd at the Food Mall, all heading out of Mumbai. It was there that I realised the Maybach attracts a lot of eyeballs.

Pop-up tweeters pipe out sweet Burmester sound

Firstly, there aren't many Maybach logos on this limo that disclose its exclusivity. Plus, from the outside, it just looks like a longer S-Class. That's exactly why I wasn't expecting commoners to identify this expensive iteration of the S.

Which brings me to the price. Mercedes will be asking for a lot of money – around ₹3.8 crore – for what is a longer, plusher S. For that kind of money, I would expect more than just two Maybach logos on the limo. However, Merc claims more than just visual enhancements. A lot of effort, it says, has gone into making the Maybach feel elegant on the inside and giving it several distinctive features. Most notable is the wheelbase, which has been stretched by over eight inches in order to provide more legroom for the rear passengers.

On the way to Lavasa, the Maybach showed just how brilliantly its Magic Body Control function works in conjunction with the air suspension. The active dampers soak up bumps with poise, and almost completely smooth out road imperfections. You can even adjust the ride height, and raise the car while tackling monstrous speed bumps. Plus, there's Sport mode for dealing with sweeping corners and mountain roads. Body roll is kept to a minimum, and the car stays as flat as the laws of physics will permit.

By noon, the motoring journalist in me had emerged from his slumber, and post-lunch, I found myself at the wheel, piloting this 2,405kg, 5.453-metre long swanky living room on wheels. And, to haul something this long and heavy, you need an engine powerful enough to move a planet. So, Mercedes sourced a 6.0-litre, twin-turbo V12 from AMG that's good for 523bhp and 830Nm, coupled with a beautifully calibrated seven-speed auto 'box. The Maybach comes with two driving modes: Comfort and Sport. I switched to Sport, and the limo lunged forward. The V12 does a stellar job of getting this beast up to incredible speeds in no time. Handling, too, isn't bad for a limo. The electronic steering wheel, along with the Magic Body Control, makes piloting the Maybach easy.

With the Maybach S600, Mercedes has redefined limousines. Although it's effortlessly quick and butter-smooth, the Maybach S600 is a car you won't mind paying over ₹4 crore for despite knowing you won't be driving it at all. It's quieter than most meditation halls; comfortable enough to make you never want to get out of it. And, once all four doors are shut, the Maybach does a brilliant job of cosseting its passengers; isolating their world from the crazy one outside.

Even the heads at Rolls-Royce and Bentley would applaud the German carmaker for the Maybach. Okay, the Rolls and the Bentleys have more distinct identities, which the S-Class-turned-Maybach doesn't have. But, if understated luxury is what you seek, then this is something special that's worth (a lot of) your money. TG

9/10

SPECS

MERCEDES-MAYBACH S600

Engine: 5980cc, V12, biturbo petrol
Power: 523bhp at 4900-5300rpm
Torque: 830Nm at 1900-4000rpm
Transmission: 7-speed, automatic, RWD
0-100kph: 5 seconds (claimed)
Top speed: 250kph
Turning circle: 12.9 metres
Boot capacity: 500 litres
Kerb weight: 2405kg

Pros: Rear seat space and comfort, V12, Burmester stereo
Cons: Initial engine response, COMAND system a bit confusing to use, no umbrella
Bottomline: The best car in the world just got better. Compared to Rolls-Royces and Bentleys, the Maybach is a true 'bargain'.

RS TO THE FINISH

It's been a decade since the Octavia RS scorched Indian tarmac. Now, we sample the latest iteration of our favourite performance bargain

Words: **Sriram Narayanan**

Before you jump with glee, no, the Octavia RS 230 isn't in India, yet. I drove the car you see here on a track, in Bratislava, Slovakia. Which brings me to two bits of bad news. One, assessing a car by driving it on a track is fun, but a bit incomplete without piloting it around public roads. Two, Skoda is still sitting on the fence about getting this hot sedan to India. Speaking of sedans, the Octavia, technically, is a hatch. Which means the Octavia RS is – or was – India's first proper hot hatch. Sorry, I digress. You really don't want to get into the semantics of body types. Not when you have 227 horses. In a routine sed... hatc... okay, let's just call it the RS.

The important bits first. Skoda offers three Octavia RSes on Earth. One is a diesel, a 177bhp, 2.0-litre TDI; the RS, a 217bhp, 2.0-litre turbo petrol, and this, the RS 230. That's 230PS or 227bhp from the same 2.0-litre turbo petrol. Which is interesting, because all three make a strong case for an India launch. The diesel, because, well... what's wrong with you? It's a diesel. A performance diesel. You will love it. But, people looking at upgrading from the original Octy RS will want a petrol. And they will be happy with the 217bhp RS. But, if Skoda doesn't want a repeat of the Laura RS sold in India – it had some RS tweaks, but not the RS-spec engine – then it should bring in the RS 230. On paper, it makes only 10 horses more than the standard RS. And, it has 17-inch wheels instead of 16-inchers. Which, on Indian roads, may or may not be bad news. And, like all other RSes, it has the real RS DNA in its engine, tweaked suspension, a chassis lowered by 15mm and the subtle cosmetic cues.

However, the RS 230 has an ace up its sleeve. Two, in fact. One is the limited slip differential. Around sharp corners at triple-digit speeds, this car should be splitting your eardrums with the tyres squealing in pain and understeer. Instead, what happens is something like the torque vectoring feature in Quattro Audis. You can feel the front of the car reeling itself into a corner and traction control preventing the tail from kicking ➤

A simple, tasteful cabin. Get in, buckle up, take off

Because iPods, too, need protection from G-forces

'THE DIFF REELS THE CAR INTO CORNERS. IT'S LIKE TORQUE VECTORING IN QUATTRO AUDIS'

out. Even VW's Polo Cup cars don't do that. So, instead of wasting energy around corners with a locked front axle, the RS 230 properly progresses around the bend and lets you speed up on the exit. Like an all-wheel drive or very nearly rear-wheel drive car. It's like torque vectoring, where the front axle can split the power evenly between both wheels, or transfer all of it to just one – if required.

Two, the tweaked exhausts. This Octy gives out a soft, but intensely throaty rumble every time pedal meets metal. The six-speed DSG has a keen sense of when you just want to cruise, and hastens the upshifts, or if you are looking at breaking lap records, the revs climb, the engine growls and the gearbox uses all 6,200 revs before upshifting. The RS 230 comes standard with a six-speed manual, though. Which 'box will come to India is anybody's guess.

I'm amazed at how mature this RS is. It's not a quirky, flawed, weird fun car that requires you to break the ice with it and get accustomed to its er... quirks, flaws and weirdness. It doesn't have issues you have to learn to live with, or learn to forgive simply because it's a performer. In the RS 230, you get in, adjust your seat and mirrors, push the starter button and you will be at the threshold of this car's limits in no time. It's wonderful around slaloms, and does a solid job of emergency braking and lane-changing manoeuvres. The steering has a great balance of heft and feedback, and barring the slight body roll around corners, this Octy is nearly flawless. I don't know how well it

Photography: Manufacturer

'THE RS 230 WILL MAKE YOU WONDER WHY YOU BOUGHT THAT EXPENSIVE GERMAN HATCH'

will deal with potholes, but, this Octavia is so good, it will make you wonder why you went in for that expensive German small car when you could have had so much more performance, character and room.

Ah, the Germans. Possibly the biggest reason why Skoda's not sure of the Indian market's reaction to this car. If Skoda has to bring in any of the RSes, they're not going to be cheap. The car will come as a completely knocked down unit that will be put together by Skoda India. And, being a petrol engine under two litres, there will be additional homologation costs that Skoda can't easily recover, because we don't exactly queue up outside showrooms for a performance variant. Price it too low and it'd make no sense. Price it with a keen eye on the bottomline, and the RS may get very close to, or even cross the ₹30 lakh barrier. Which puts it right inside the ring with the Audi A3 and Merc A-Class. This Octy will beat them both for performance, practicality and space. And, compared to proper six- or eight-cylinder German sedans, the RS will always be a bargain. But, there are going to be people who'd rather show off a prestigious badge than an ordinary-looking car with more go than show.

Well-priced or not, nobody can deny the fact that this RS isn't a cosmetic or a mid-production line tweak job with low-profile tyres. If the Octavia is a tame cat, the Octavia RS 230 is a tame cat that hunts for its food.

There was a time when any half-decent four-cylinder engine would provide you thrills for cheap. Now if you want thrills, you have to go to a six-cylinder or a V8. And, they are anything but cheap. The RS 230 could change that. It won't impact Skoda's fortunes in India. It's not going to set sales charts on fire. But, if you want a smile on your face – be it on your commute to work or on a trip with the family – and you want that smile with a simple car loan, the Octavia RS is the one that will have you exposing those pearlies. TG

8/10

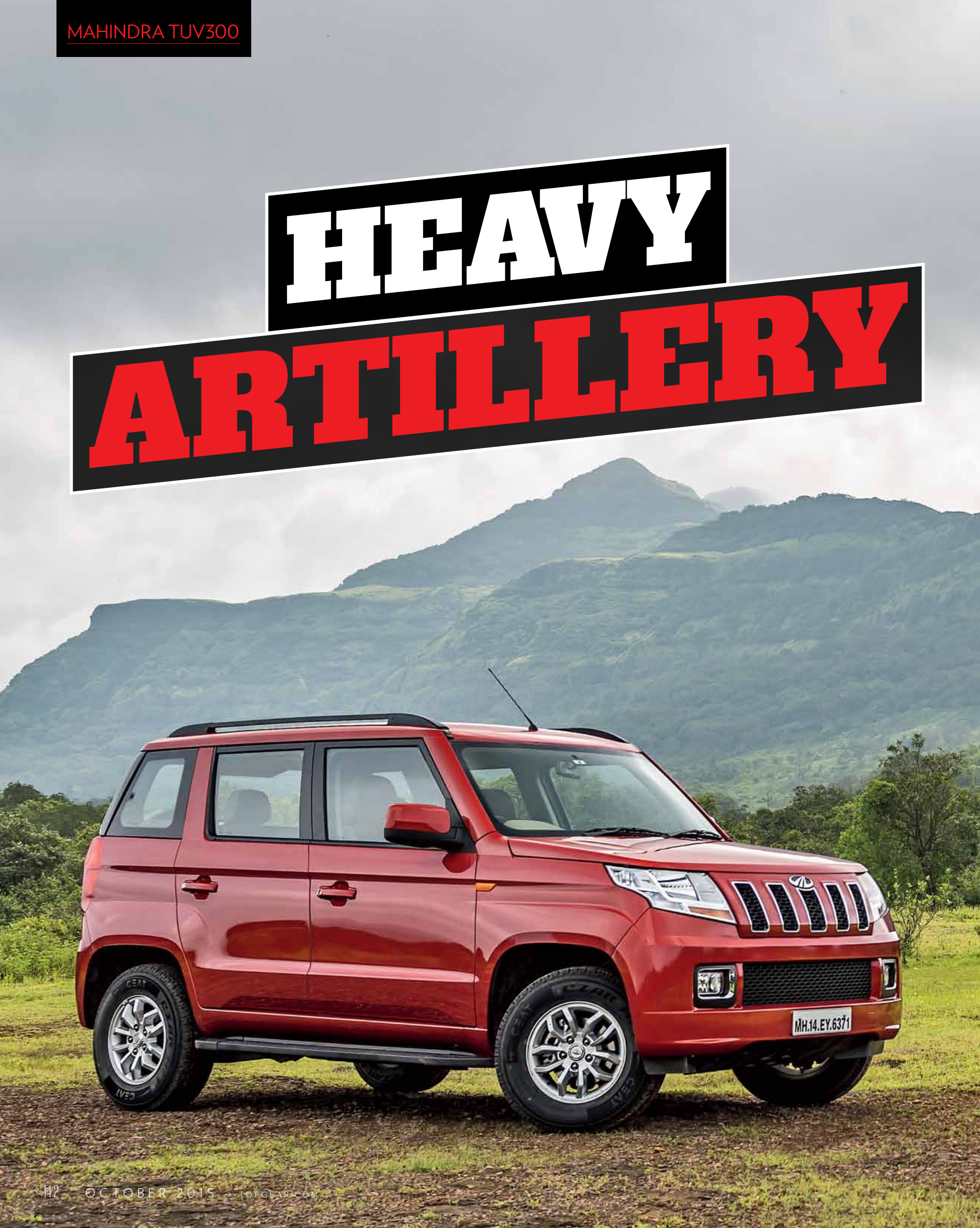
SPECS

SKODA OCTAVIA RS 230

ENGINE: 1984cc, 4cyl turbopetrol **POWER:** 227bhp at 4700-6200rpm **TORQUE:** 350Nm at 1500-4600rpm **TRANSMISSION:** 6A, FWD **WEIGHT:** 1390kg **BOOT CAPACITY:** 590 litres **0-100KPH:** 6.8 secs (claimed) **TOP SPEED:** 249kph **PRICE:** ₹30 lakh (approx. on-road)

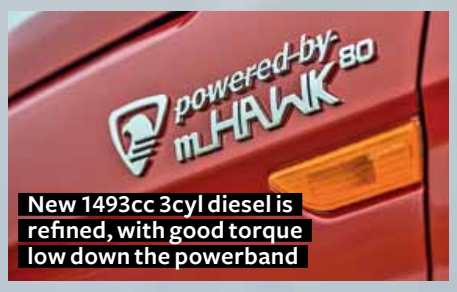
PROS: Superlative performance, handling, steering feel, engine noise, space **CONS:** If it's priced right, there won't be any **BOTTOMLINE:** The ideal bargain performance car. But, after import duties and homologation costs are included, will it still be a bargain?

HEAVY ARTILLERY



Mahindra's new hard-boiled TUV300 has just entered the sub-four metre SUV battleground. We put its ambitions to the test

WORDS: CHRISTOPHER CHAVES PHOTOGRAPHS: HIMANSHU PANDYA



New 1493cc 3cyl diesel is refined, with good torque low down the powerband

The action in the compact SUV segment is hotting up. The Ford EcoSport , launched about two years ago, recently crossed the 2 lakh units milestone (domestic sales and exports combined), while Hyundai's feature-rich, relatively pricey Creta is beginning to blaze its way up the sales charts.

Mahindra, too, had set its sights on the segment with the Quanto, but the lukewarm response it elicited three years ago sent the company back to the drawing board. And, it's back now with some new ammo in the form of the TUV300.

Mahindra claims the TUV's appearance has been inspired by a battle tank, but, frankly, looks aren't the TUV's strongest point. The heavy jawline with those ginormous bumpers combined with the thick grille slats, the angled windscreen and swept-back headlamps give the TUV300 a budget Jeep Grand Cherokee-ish appearance. The rear is all flat, and the hard lines all over, along with the blacked out B and D pillars, make the TUV appear a tad disproportionate. The 300 is based on a derivative of the latest Scorpio platform, and this, coupled with its requirement to limbo under four metres, means it was bound to look compressed, despite having a respectably long – 2,680mm – wheelbase. But, the boxy architecture gives the Mahindra good approach and departure angles. The TUV boasts best-in-class ground clearance – 184mm – and you'll quite literally have to climb into its cabin making use of the footboards. It might not be an attractive little SUV, but it most certainly looks and feels tough.

The TUV300's cabin takes you by surprise. It's unlike any Mahindra we've been in before. The dashboard layout and overall cabin design is pleasant, and the sober dual-tone colour scheme adds a touch of maturity. Everything, from the silver-coloured bits around the cabin and uncluttered dashboard to the cup-holders, door pockets and audio system, appears to have been part of a plan and not a last-ditch effort to make it home in time for dinner. According to Mahindra, the well-laid out cabin is a result of inputs from Pininfarina, and that is much evident and much appreciated. But, while the cabin is a definite step-up for a Mahindra vehicle, there is room for improvement. Some plastic bits, especially those facilitating the opening and closing of the glovebox, feel a bit flimsy; there are big panel gaps between the door and dash; and the rear door pockets are virtually inaccessible with the door closed.

But, there's little to complain considering the price (which we will get to later) you pay for this

'EVERYTHING ON THE INSIDE SEEMS TO HAVE BEEN PART OF A PLAN, AND NOT A LAST-DITCH EFFORT'

Window switches located between the front seats

SUV. In fact, the only thing peculiar about the cabin layout is the relocation of the electric window switches to just behind the gear lever. The XUV500-inspired instrument cluster is informative and looks great, too. The cabin feels nice and airy, and you get a good view of your surroundings. Seating space for two up front – with the welcome inclusion of armrests – and three abreast on the rear bench is really good. While the seats themselves are a tad flat, they offer good overall support. However, things for the passengers on the two jump seats at the back will get stuffy as this Mahindra lacks rear AC vents. Our T8 variant was equipped with a decent amount of features like a double-DIN music system (no CD player, but there's USB, Aux-in and Bluetooth connectivity), electric ORVMs, driver's seat height adjust, static cornering lamps, voice messaging, micro-hybrid stop-start and Eco tech (dampens throttle inputs greatly). On the safety front, the T8 gets parking sensors, auto door locks, two airbags and even comes with ABS and EBD, which are available on the lower variants as options,and while the brakes setup – discs up front and drums at the rear – works well, the brake pedal itself is quite stiff.

Under the TUV's flat bonnet, you'll find the newest member of the mHawk engine family - the mHawk80. The 1,493cc, three-cylinder motor puts out 82.5bhp and 230Nm of grunt with the help of a two-stage turbo. The clutch is nice to use, the moderately light steering wheel offers decent feedback, and with a good amount of grunt kicking in from as low as 1,500rpm, the TUV300 is a treat to drive at city speeds. The suspension holds up quite nicely over moderately sized bumps, but crashes over large ones. Getting to triple-digit speeds quickly is a disappointing affair as the motor runs

Good all-round visibility and pleasant interior layout and design make this cabin one of Mahindra's best yet

6/10

SPECS

MAHINDRA TUV300 T8

Engine: 1493cc, 3cyl, 2-stage turbo
Max power: 82.5bhp at 3750rpm
Max torque: 230Nm at 1500-2250Nm
Gearbox: 5-speed manual
0-100kph: 18.61s; **30-50kph (3rd):** 3.42s
30-50kph (4th): 4.91s; **50-70kph (5th):** 5.63;
80-0kph: 25.23m in 2.30s
Efficiency: City: 9.8kpl; Highway: 13.3kpl
Fuel tank: 60 litres; **Boot space:** 384-720 litres

LxWxH(mm): 3995x1835x1839
Wheelbase: 2680mm
Ground Clearance: 184mm

PRICE: ₹8.4 lakh
(ex-showroom, Maharashtra)

PROS: Interior design, ride quality, power delivery
CONS: Exterior styling, fuel efficiency, jump seats
BOTTOMLINE: Looks are a letdown, but the TUV300 is a comfortable, spacious, well-appointed car that's easy to drive.

out of breath at around 3,800rpm.

You'll also have to work the short-geared five-speed manual to gather serious momentum. It takes 18.61 seconds for this 2,225kg compact SUV to get to 100kph from standstill. The gear lever is quite tall and its throws aren't the slickest in the business. Once up to triple-digit speeds on the highway, the TUV isn't exactly nimble, but it does excel in the ride and handling department, mainly due to the anti-roll bars and the competent hydroformed chassis. The TUV300 remains composed at high speeds thanks to its long wheelbase. While cornering, there is some amount of roll and pitch, but it's not as dramatic as that exhibited by the Quanto. The engine is refined, and very little clatter seeps into the cabin.

But, we wish it was more fuel efficient. In the city, the TUV300 returned 9kpl, and out on the highway it went 13.3 kilometers to a litre of diesel. Not exactly ideal for a three-cylinder diesel. Though it's designed along the lines of a battle tank, the TUV300 comes with dinky-looking R15 treads that functioned better over paved surfaces rather than the challenging grassy terrain we encountered.

The TUV300 range starts from ₹6.9 lakh for the base T4 and the most costly model is the feature-rich T8+ AMT (₹9.12 lakh, both prices ex-showroom, Mumbai). And, thanks to the competitive pricing and the space it offers, the Mahindra should be able to fend off competition from the likes of the EcoSport. Its well-designed cabin, too, is a plus, and will show the way ahead for future Mahindras. Overall, Mahindra's new compact SUV is bang on target with regard to space and efficiency, but it fires blanks when it comes to styling. TG

GARAGE

TOPGEAR'S LONG-TERM CARS. TESTED AND VERIFIED

MARUTI S-CROSS

Crossing over

HELLO

Spec: 1598cc, 4cyl diesel, 116bhp, 320Nm, 6M; **Price:** ₹16.95 lakh (on-road, Mumbai); **Test kpl:** 13.8; **Total mileage:** 1600km; **Driver:** Sriram Narayanan; **Why it's here:** To see if MS' first all-new compact crossover is worth the money

It's not like we've never had plastic-clad hatchbacks. But, the S-Cross isn't a plastic-clad hatchback. It isn't a small car on stilts, either. It's more of an XL-sized SUV that's lost some weight, and now shops for clothes labelled 'L'. The S-Cross isn't a lesson in beauty or proportions, but it surely has presence. And, the good thing with such a car in the prevailing weather conditions is it looks good when it's clean, and even better when it's dirty.

Since my return, I've moved house six times in three months. For the most recent phase of shifting, I called on the services of the S-Cross. With the rear seats up and the parcel shelf in place, the S-Cross' boot can't take two full-size suitcases. But, drop the shelf, fold the rear seats, and this thing will swallow a ladder, cabinets, and even a full-size bicycle. If you have to carry five people and their luggage, the S-Cross isn't up to the task. But, oddly-shaped or extremely large objects, which would never fit into a conventional sedan, will be happily gobbled up by the S-Cross' trunk.

IN DETAIL

Ladders, utensil racks, antiques... the S-Cross welcomes all

The engine is generously sized, powered and – if you could call it that – torque-d. Compared to the 1.3-litre, 89bhp diesel in the Ciaz, the S-Cross' 1.6-litre, 116bhp motor is extremely refined, and eager to get you to triple-digit speeds without 5making you feel like you have to work really hard to extract performance. Power comes in without you having to go through massive stress. The six-speed manual 'box has slightly long, but precise throws and the dead pedal makes a huge difference over long distances.

On a sunny, 31-degree morning, the climate control is extremely effective even when set to 24 degrees. Yes, the climate control system system works well, but strangely, Maruti thought it okay to not offer AC vents at the rear. For the one week I've had the car, I can't really say if rear seat passengers are comfortable when temperatures soar. I assume the vents upfront are effective enough. But really, for a car that costs nearly ₹17 lakh on-road, it's a baffling omission.

The rear is spacious, though. There is enough headroom, legroom, shoulder room, and three can sit comfortably. Besides, thanks to the huge glass area, the interior feels spectacularly airy. The cabin avoids the usual boring beige, bling-y chrome and fake wood finishes, and is proudly sporty with black leather and matte-finished surfaces. Overall, the cabin is not outright premium, but exudes quality and confidence without trying too hard to impress.

The high price and no rear AC vents aside, there are no real flaws that I've discovered, yet. But you know what they say about early days.

GARAGE LOGBOOK
S-CROSS DDiS 320 ALPHA

- Despite the frequent high-speed jaunts, the big 1.6 returns 13-14kpl
- Climate control cools quickly and effectively
- No AC vents for rear passengers
- Great hauler of goods with parcel shelf off and rear seats folded
- Can't carry much with parcel shelf and rear seats in place

MILEAGE AND KPL THIS MONTH

km 1000 | 13.8

YAMAHA FZ-S V2.0

Dreaming big

The last issue of *TG* was, as is always the case, packed with some cool stories, but the one I was most interested in was the piece on the new upcoming FZ. Especially since the regular FZ is a long-term motorcycle.

An FZ with a bigger engine is always a good idea. In fact, bigger engines on motorcycles are always a good idea, as long as the frame can take on the stresses of a more powerful motor. And, the FZ's frame is so robust it can easily accommodate a 250cc, 30bhp single. I for one can't wait for the 250 to be launched. In the meanwhile, all's well with our FZ-S v2.0. I'm loving its rev-happy engine and smooth gear-shifts, and am keen to take as close as possible to its top speed of around 115kph. I think, I'm also beginning to think that there really isn't much to differentiate this one from the current segment king, the Suzuki Gixxer. But, the 'cold start' problem still persists. I suppose, one of these days, I'll clean the spark plugs, or simply get new ones.

Report 7

Spec: 1cyl, 150cc, 13bhp, 12.8Nm; **Price:** ₹78,250; **Test kpl:** 37; **Total mileage:** 5,714km; **Rider:** Murali K Menon; **Why it's here:** To show that the FZ-S v2.0 is not just a facelift, but a complete overhaul

TATA SAFARI STORME

Bullying around

HELLO

Spec: 2179cc, 4cyl, 148bhp, 320Nm, turbodiesel; **Price:** ₹13.3 lakh (ex-Mumbai); **Test kpl:** 9; **Total mileage:** 4,050km; **Driver:** Agasti Kaulgi; **Why it's here:** To see if the added power and lighter steering make it a better package

The Tata Safari has been plying on Indian roads for 17 long years. The first 'premium' Indian SUV, a SUV loved by politicos, rich farmers and off-road enthusiasts for one reason – its bulky appearance. Over the years, the Safari has received everything – a new platform, new engine, new face and a suffix for its name. Last year, we had the Storme for a couple of months, and Chris, who was piloting it at the time, thoroughly enjoyed driving it. The updated Safari has entered the Garage, and it's my turn now.

The Storme we have now has only two driven wheels. Of course, that means I'll have to limit it to the tarmac. Never mind. I've only had the Storme for a few days, and within this short period, I've already fallen in love with it... or its intimidating presence, rather. Sitting high up, I have a commanding position on the road, and with the sheer amount of steel the Storme packs, it scares the daylights out of fellow road users who try to be too cute.

One of the major talking points with the updated Storme is the power boost – it now makes 10 horses more. A bit of fine-tuning to the variable-geometry blower has caused the hike in power. Good. More power is never a bad thing.

Apart from that, Tata has finally incorporated a few things into the Storme that make it a bit less cumbersome to pilot. A lighter clutch is in place, as is a new steering wheel. The position of the wheel has been altered to reduce stress on long drives. It even feels a bit lighter now. It's dead at the centre, but response starts building up as you dial in more lock.

The dash is a combo of black-and-grey dual-tone plastics which add to the premiumness that today's buyer expects from a ₹13 lakh car. Overall, the plastic quality seems fine, except for the AC vents which seem like they'll fall off over time. It's also got a new Bluetooth-enabled music system. Luckily, the steering-mounted audio controls have been shifted into a more conventional position from the turn-indicator stalk on which they resided earlier.

I'm looking forward to my time with this updated Storme, the most refined version of the Safari, ever. Though the fuel efficiency is nothing to write home about, it averages 9kpl in the city. Time to take it for a long drive.

IN DETAIL

Audio controls no longer on the turn indicator stalk. Yay

GARAGE LOGBOOK
SAFARI STORME 4X2 VX

- More power means a wider smile
- Lighter clutch easier on the foot
- Commanding driving position helps in traffic
- Audio controls now easier to use

MILEAGE AND KPL THIS MONTH

km 300 | 9

MAHINDRA GUSTO

Coming to grips

After being subject to a quick once-over at the service station, the Gusto is back. The little Mahindra scoot didn't require anything other than a top-up of fluids and wiring checks, and with that done, the scooter was good to go once again.

Now, I've moved past finding its blocky styling odd, the fact that I won't be the quickest off the line when the lights turn green, and find very little to complain about with the Gusto. But, I did uncover a small niggle.

The Gusto's throttle requires a little more effort to use compared to the other scooters around, and on a couple of rides in the rain, my bare palm kept slipping off the throttle as I attempted to accelerate hard. This made me question the quality and design of the palm grips.

Otherwise, the features of the Gusto's that have left a positive impression on me this time around are the headlight – which lit up poorly-lit roads well, and the way the tyres and drum brakes held up very well in wet road conditions.

Report 6

Spec: 1cyl, 110cc, 8bhp, 8Nm; **Price:** ₹62,000 (on-road, Mumbai); **Test kpl:** 40; **Total mileage:** 1,248km; **Rider:** Christopher Chaves; **Why it's here:** To see if the Gusto can fight the best in the biz

RENAULT LODGY

A happy family

HELLO

Spec: 1461cc, 4cyl, diesel, 108bhp, 245Nm, 6M; **Price:** ₹14.3 lakh (on-road); **Test kpl:** 13.5; **Total mileage:** 6670km; **Driver:** Girish Karkera; **Why it's here:** To see if it has what it takes to move Indian families comfortably

A few years back, if you wanted a full-size people mover, you'd look at the Toyota Innova. If that didn't fit into your garage, the relatively smaller Maruti Ertiga was the one to go for. But, some required an MPV that slotted in right between the two – offering the right mix of space, comfort and driveability. That's just the gap Renault is aiming to fill with its new MPV, the Lodgy.

Available with a diesel mill in two states of tune (84bhp and 108bhp), the Lodgy can be had either as a seven-seater with captain seats for the middle row, or an eight-seater with a bench seat in the middle. The Lodgy you see here is the eight-seat version, and the week it entered the Garage, we took it for a two-day outing, just the way we Indians like it –with seven adults, two kids and their luggage.

Did we really manage to fit nine people and their luggage into the Lodgy? Don't take my word for it, look at the lead picture for confirmation. Okay, so it was a bit of a squeeze for those sitting in the third row, but I don't think things would have been any better in an Innova. I'm sure the Ertiga, even with its sliding middle row seats, would not have been able to carry all of us along with our luggage.

This was also the first occasion on which we loaded the Lodgy to the brim. And, it's only in these conditions the 1.5-litre diesel motor we loved so much in the Duster, felt stressed, especially in the ghat sections. Power isn't freely available from the 1,500rpm mark, but kicks in only once the motor's past 2,750rpm, and that forces you to shift gears constantly. But, manage to keep the engine on the boil, and it won't disappoint you.

Renault engineers say the reason the Lodgy's driveability isn't as good as the Duster's is because of efficiency, something Indian families value a lot. And, the Lodgy scored well enough on this count, returning a fine 14.7kpl in a mix of bumper-to-bumper traffic, open highway stretches and around the twisty bits. Also, you don't feel like you're piloting a big, long people-mover, and that's down to the low seating position upfront and the light controls, which make things easier on the road.

IN DETAIL

200-litre boot swallows luggage for nine. Just about

GARAGE LOGBOOK
LODGY RXZ 110PS

- It's spacious, comfortable, and a good highway cruiser
- The 1.5L diesel unit sounds a bit gruff, but is smooth
- Highly fuel efficient for its size and weight
- Doesn't impress with its looks
- Hard plastics used, quality in places needs improvement

MILEAGE AND KPL THIS MONTH
km 800 | 14.7

FIAT PUNTO EVO

All-time fave

"Which is your favourite car?' As an auto journalist, I get asked this question a lot. And, it's a tough one to answer. It's always tough deciding between the M3, the S-Class and the Aventador. I mean, given a choice I'd like all three to suit my different moods. But, of late, I happily tell people that my favourite car is the humble Fiat Punto Evo. And, I'm not joking when I say that. The reactions to my answers are interesting. Some are surprised, others think there is something to it. The fact of the matter is that the Punto Evo ticks pretty much all the right boxes for an everyday city car. The interior design is a personal favourite. Also, the seats provide excellent support.

But, I also wish the cabin featured more cubbyholes for knicks and knacks. Perhaps, Fiat could look at installing an armrest that doubles up as storage space. Because I usually park my phone on the co-driver's seat, and I also find that the door pockets cannot hold anything larger than a 500ml water bottle. So, yes, the Punto Evo has its quirks, but the thing is, once you get behind the wheel, it's all good.

Report 4

Spec: 1248cc, 4cyl, 75bhp, 200Nm, 5M; **Price:** ₹7.04 lakh (ex-showroom Mumbai); **Test kpl:** 17; **Total mileage:** 15,556km; **Driver:** Abhinav Mishra; **Why it's here:** To see if Italian styling will get buyers to flock to Fiat showrooms

VW POLO

The return gift

REPORT 2

Spec: 1498cc, 4cyl, turbo-diesel, 89bhp, 230Nm, 5M; **Price:** ₹8.43 lakh (on-road, Mumbai); **Test kpl:** 12.5; **Total mileage:** 17,394km; **Driver:** Chris Chaves; **Why it's here:** To see if the Polo can shine despite intense competition

Nursing a broken collarbone was definitely a drag for me through all of last month. But, there was a silver lining in that gloomy cloud, and that involved being chauffeured to office on a daily basis. The car involved in this exercise was our long-term Polo TDI. The VW's ride quality has improved a lot, and I found it to be superbly composed when travelling over rutted surfaces, which made the going quite comfortable for me. In fact, I found the ride and drive of the VeeDub so good, I was compelled to nick the keys to it from Devesh and started driving it as soon as I felt better. To me, the VW felt like a car that I'd rather drive, than just sit in.

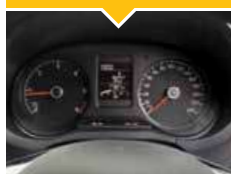
The Polo is a smart looking hatchback, and looks outstanding in this shade of paint. And, as I found out, the new colour makes it an easy car to spot in a crowded parking lot, too. Out on the road, there's loads of low-end grunt, which is very useful in getting past slow-moving Mumbai traffic. The parking sensors helped me slot into tricky spaces without having to twist and turn to get a clear view of surrounding obstacles. While I'm yet to recover completely from my injury, I have grown so familiar with the car that I rang up a couple of friends and drove out of town with them for the weekend.

The VW's cabin is a pleasant place to be in, on a daily basis, and on this outing, I realised the Polo's cabin space was more than sufficient for the four of us. Some clatter from the diesel engine does seep into the cabin at times, but none of us found this to be disrupting our conversations in any way. The air conditioning unit functioned well when temperatures rose to uncomfortable levels outside, and the Bluetooth-enabled music system linked up with all our phones easily, keeping the entertainment factor on the drive high at all times.

I also found the storage spaces around the cabin very handy for keeping toll receipts, water bottles and loose change well within reach at all times. It's an engaging car to drive, the Polo, so to this point, I haven't really tried driving it in an efficient manner to see just how frugal it can be, but I'm impressed to see the VW return a figure of 12.5kpl.

I see the Polo as a perfect example of how some cars actually improve not just your life, but your health, too. I can't help but think that driving the Polo, even without the delightful DSG gearbox, helped me recover from my injury faster.

IN DETAIL



The stereo is as smooth as the drive of this VeeDub

GARAGE LOGBOOK
POLO 1.5 TDI HIGHLINE

- Extremely pliant ride
- Engaging to drive
- Gearbox is slick
- Cabin is roomy, airy
- Good amount of features in this trim

MILEAGE AND KPL THIS MONTH

km 194 | 12.5

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TG'S 10 BEST LONG-TERMERS

HERE'S A LIST OF OF OUR MOST-LOVED GARAGE ENTRIES

WORDS: AGASTI KAULGI

HONDA CIVIC

A car that started a revolution and made things look swanky. The digital speedo won a lot of hearts, as did the wipers hinged on either end of the windshield. It made us look at things in a different way. We particularly enjoyed driving the automatic with paddle shifts – a feature that was only available on bigger, more luxurious cars back then.

HYUNDAI ELITE i20

The i20 is premium in every way. In the latest form, it's got a new platform that makes it a far better car than the previous one. Reverse camera, climate control, height-adjustable driver's seat, electric folding mirrors. You name it, and it's there inside the Elite i20. This car, according to us, is the best premium hatchback you can buy today.

MAHINDRA BOLERO

TG's workhorse. Need a support car? Take the Bolero. Have a lot of stuff to carry? The Bolero is ready. Need a car to go on a pan-India drive? Here are the keys to the Bolero. Need to traverse jungles? Take the Bolero. Our Bolero covered 18,000km in just six months. It visited almost every state in the country, and became an integral part of our fleet.

MERCEDES-BENZ C-CLASS

It gave the one-finger salute to people who said Mercs were boring. Our C250 CDI set the tarmac ablaze and plastered a wide smile on our faces every time we buried the throttle into the floor. It had an AMG body kit that made it look sporty, but also made it scrape over almost all speed bumps and road undulations. The car stayed with us right till the end of its lifecycle.

SKODA YETI

It stalled every time we tried to get it moving softly. It looked quirky. It cost a lot of money. But, despite all this, the Yeti was one popular car. It was with us for a long time, helping us move houses and transport bicycles. A great SUV that would soft-road with ease, and was a constant companion when we went out for shoots.

SKODA SUPERB

A barge, a limousine, a car that always competes with, and sometimes beats, cars from a segment or two above its own. We loved the Superb so much, the keys to it would be flicked every time they were left on the desk. The Superb spoilt us silly with its immense rear seat comfort and luxury.

VW PASSAT

The Passat was a nice-driving that commanded respect wherever it went. Two features we loved? Ventilated seats that helped keep us cool, and the auto parking system, a segment-first at the time.

MERCEDES-BENZ E-CLASS COUPE

An uderstated car that never shouted out its performance or handling abilities. We experienced its excellent dynamic capabilities only when we showed it a winding road.

VW POLO GT TSI

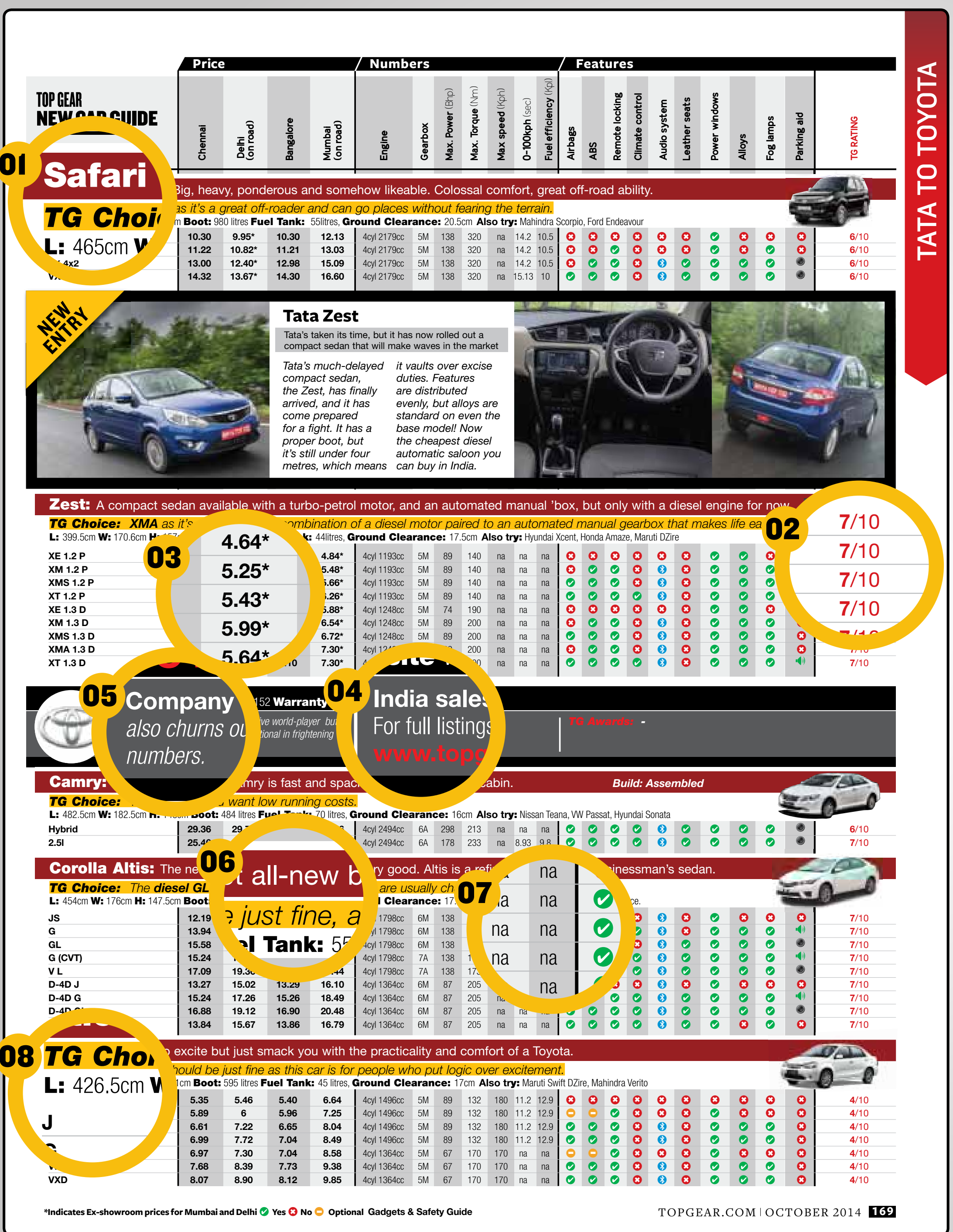
Hatches don't have to be cheap and dull. VW shut up a lot of people who said hot hatches won't work in India. It has a lot of segment-firsts – turbocharged 103bhp petrol, 7-speed DSG...

SKODA OCTAVIA

A sportscar in sedan guise. The new Octavia (we had the diesel-auto combo) blew us away with the way it handled. The MQB platform made its debut in India with the Octavia. It was fun both in diesel and petrol.

THE TOPGEAR NEW CAR & BIKE GUIDE

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH



TOP GEAR NEW CAR GUIDE

TATA TO TOYOTA

Safari Big, heavy, ponderous and somehow likeable. Colossal comfort, great off-road ability.

TG Choice: ...as it's a great off-roader and can go places without fearing the terrain.

L: 465cm ... Boot: 980 litres Fuel Tank: 55litres, Ground Clearance: 20.5cm Also try: Mahindra Scorpio, Ford Endeavour

Variant	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	TG Rating
	10.30	9.95*	10.30	12.13	4cyl 2179cc	5M	138	320	na	14.2	10.5	6/10
	11.22	10.82*	11.21	13.03	4cyl 2179cc	5M	138	320	na	14.2	10.5	6/10
4x2	13.00	12.40*	12.98	15.09	4cyl 2179cc	5M	138	320	na	14.2	10.5	6/10
V...	14.32	13.67*	14.30	16.60	4cyl 2179cc	5M	138	320	na	15.13	10	6/10

NEW ENTRY

Tata Zest

Tata's taken its time, but it has now rolled out a compact sedan that will make waves in the market

Tata's much-delayed compact sedan, the Zest, has finally arrived, and it has come prepared for a fight. It has a proper boot, but it's still under four metres, which means it vaults over excise duties. Features are distributed evenly, but alloys are standard on even the base model! Now the cheapest diesel automatic saloon you can buy in India.

Zest: A compact sedan available with a turbo-petrol motor, and an automated manual 'box, but only with a diesel engine for now.

TG Choice: XMA as it's ...combination of a diesel motor paired to an automated manual gearbox that makes life ea...

L: 399.5cm W: 170.6cm ... Fuel Tank: 44litres, Ground Clearance: 17.5cm Also try: Hyundai Xcent, Honda Amaze, Maruti DZire

Variant	Price	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	TG Rating
XE 1.2 P	4.64*	4.84*	4cyl 1193cc	5M	89	140	na	na	na	7/10
XM 1.2 P	5.25*	5.48*	4cyl 1193cc	5M	89	140	na	na	na	7/10
XMS 1.2 P	5.43*	5.66*	4cyl 1193cc	5M	89	140	na	na	na	7/10
XT 1.2 P	5.99*	6.26*	4cyl 1193cc	5M	89	140	na	na	na	7/10
XE 1.3 D	5.64*	5.88*	4cyl 1248cc	5M	74	190	na	na	na	
XM 1.3 D		6.54*	4cyl 1248cc	5M	89	200	na	na	na	
XMS 1.3 D		6.72*	4cyl 1248cc	5M	89	200	na	na	na	
XMA 1.3 D		7.30*	4cyl 12...			200	na	na	na	
XT 1.3 D		7.30*					na	na	na	7/10

Company also churns out... numbers. 152 Warranty ...ve world-player but ...tional in frightening

India sales For full listings www.topg...

TG Awards: -

Camry: ...mry is fast and spac... ...cabin. *Build: Assembled*

TG Choice: ...want low running costs.

L: 482.5cm W: 182.5cm ... Boot: 484 litres Fuel Tank: 70 litres, Ground Clearance: 16cm Also try: Nissan Teana, VW Passat, Hyundai Sonata

Variant	Chennai	Delhi	Engine	Gearbox	Power	Torque	Max speed	0-100	FE	TG Rating
Hybrid	29.36	29...	4cyl 2494cc	6A	298	213	na	na	na	6/10
2.5l	25.4...		4cyl 2494cc	6A	178	233	na	8.93	9.8	7/10

Corolla Altis: The ne... ...t all-new b... ...ry good. Altis is a refi... ...inessman's sedan.

TG Choice: The diesel GL ...e just fine, a... ...are usually ch...

L: 454cm W: 176cm H: 147.5cm Boot ... el Tank: 55 ... l Clearance: 17...

Variant	Chennai	Delhi	Bangalore	Mumbai	Engine	Gearbox	Power	Torque	TG Rating
JS	12.19				4cyl 1798cc	6M	138		7/10
G	13.94				4cyl 1798cc	6M	138		7/10
GL	15.58				4cyl 1798cc	6M	138		7/10
G (CVT)	15.24				4cyl 1798cc	7A	138		7/10
V L	17.09	19.3...		...44	4cyl 1798cc	7A	138	17...	7/10
D-4D J	13.27	15.02	13.29	16.10	4cyl 1364cc	6M	87	205	7/10
D-4D G	15.24	17.26	15.26	18.49	4cyl 1364cc	6M	87	205	7/10
D-4D G...	16.88	19.12	16.90	20.48	4cyl 1364cc	6M	87	205	7/10
	13.84	15.67	13.86	16.79	4cyl 1364cc	6M	87	205	7/10

...o excite but just smack you with the practicality and comfort of a Toyota.

TG Choice: ...hould be just fine as this car is for people who put logic over excitement.

L: 426.5cm W... ...cm Boot: 595 litres Fuel Tank: 45 litres, Ground Clearance: 17cm Also try: Maruti Swift DZire, Mahindra Verito

Variant	Chennai	Delhi	Bangalore	Mumbai	Engine	Gearbox	Power	Torque	Max speed	0-100	FE	TG Rating
J	5.35	5.46	5.40	6.64	4cyl 1496cc	5M	89	132	180	11.2	12.9	4/10
	5.89	6	5.96	7.25	4cyl 1496cc	5M	89	132	180	11.2	12.9	4/10
G	6.61	7.22	6.65	8.04	4cyl 1496cc	5M	89	132	180	11.2	12.9	4/10
	6.99	7.72	7.04	8.49	4cyl 1496cc	5M	89	132	180	11.2	12.9	4/10
	6.97	7.30	7.04	8.58	4cyl 1364cc	5M	67	170	170	na	na	4/10
V...	7.68	8.39	7.73	9.38	4cyl 1364cc	5M	67	170	170	na	na	4/10
VXD	8.07	8.90	8.12	9.85	4cyl 1364cc	5M	67	170	170	na	na	4/10

*Indicates Ex-showroom prices for Mumbai and Delhi ✓ Yes ✗ No ⊖ Optional Gadgets & Safety Guide

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THE GUIDE TO USING OUR GUIDE

01 *TG* Choice
Choosing the right variant can be confusing. It's not necessarily the cheapest one… or the diesel.

02 The TG Rating
Simply translated: how good is the vehicle in numbers? Out of say, 10?

03 Price in your city
Indicative ex-showroom prices. On-road for Mumbai and Delhi. Accurate at the time of going to press.

04 India Sales
Don't just go by what we write.
See how fellow buyers treated the company in the recent past.

05 Company description
Just who are you dealing with here?
The low-down on the company behind the automobile.

06 More stuff to read
Added insight into the world of TopGear via these little oases of slightly grumpy opinion

07 Fuel efficiency
'Average kitna hai?' The real-world figure for real-world situations.

08 Dimensions
Making sure you know if your car will fit in your parking slot. Yeah, that's going to be important too.

ENGINE Engine configuration – either V, W or F (flat), otherwise in-line – plus the number of cylinders and capacity in cubic centimetres.

POWER (BHP) Engine's maximum power output in brake horsepower. (Hybrid cars show combined elec/fuel bhp figure)

TORQUE (Nm) The engine's peak torque figure – measured in Nm.

0–100KPH Our very own test time in seconds to reach 100km from a standing start.

TOP SPEED As the title suggests, the fastest a car can go.

SAFETY & GADGETS
✓ Yes ✗ No ⊖ Optional

BLUETOOTH For you to know if you can pair your smartphone to your new car

PARKING AID Parking sensors Reverse camera

* indicates ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

Buyers Guide continued▶

ASTON MARTIN

Dealers 1 **Warranty** na **Website** www.astonmartin.com

Company description: *Arguably the UK's most desirable marque, thanks to genuinely good supercars.*

***TG Awards:* Most improved supercar of the year 2014: Rapide S**
'As far as improvements in road dynamics goes, there's been nothing as impressive as the ones on the Rapide S'

DB9: Overshadowed by the DBS and undercut by the Vantage, the DB9 is still the quintessential Aston.

Build: Import

TG Choice: *Well not the Volante. So that only leaves the fixed head. Which will do nicely.*

L: 471cm, **W:** 206cm **H:** 128cm **Boot:** 186 litres, **Fuel Tank:** 80 litre, **Ground Clearance:** NA **Also try:** Bentley Continental GT, Ferrari California and Maserati GranTurismo.

Price	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
DB9 6.0 V12	na	na	na	190*	12cyl 5935cc	6A	510	620	306	4.8	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10
DB9 6.0 V12 Volante	na	na	na	200*	12cyl 5935cc	6A	510	620	304	4.8	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	na

Rapide: A ball-aching beauty of a saloon and a proper poke in the eye for Porsche's Panamera turbo.

Build: Import

TG Choice: *There is only one and it's got a 552bhp V12 with 630Nm torque. So we'll take it.*

L: 502cm, **W:** 214cm **H:** 136cm **Boot:** 317 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Porsche Panamera, Ferrari FF, Maserati Quattroporte

Rapide 6.0 V12	na	na	na	220*	12cyl 5935cc	6A	552	630	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

Vantage: The car that took on the 911. And lost. But hey, it's an Aston.

Build: Import

TG Choice: *The full 510bhp V12 Vantage experience please.*

L: 439cm, **W:** 187cm **H:** 125-127cm **Boot:** 144 litres, **Fuel Tank:** 80 litre, **Ground Clearance:** NA **Also try:** Porsche 911.

Vantage V8 4.7 Coupe	na	na	na	155*	8cyl 4735cc	6M	420	470	302	4.7	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
Vantage 4.7 V8 Roadster	na	na	na	165*	8cyl 4735cc	6M	420	470	302	4.7	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
Vantage V8 S*	na	na	na	165*	8cyl 4735cc	7A	430	490	305	4.7	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
Vantage 4.7 V8 420 Roadster	na	na	na	152*	8cyl 4735cc	6M	420	470	290	4.7	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
V12 Vantage	na	na	na	190*	12cyl 5935cc	6M	510	570	305	4.2	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	9/10

AUDI

Dealers 35 **Warranty** 2yrs **Website** www.audi.in

Company description: *Classy and understated alternative to the driver-oriented BMW and the staid Mercedes. Oozing Teutonic quality.*

***TG Awards:* Saloon of the Year 2015: Audi A3**
'The A3 has every creature comfort you'd need.'

A3: Audi's brought the three-box version of the A3 to compete with the A-Class and the 1-Series.

Build: Assembled

TG Choice: *The **40TFSI** as its combination of the brilliant TSI motor and the quick-witted 7-speed S-tronic auto 'box is excellent.*

L: 445.6cm, **W:** 179.6cm, **H:** 141.6cm **Boot:** 425 litres, **Fuel Tank:** 50 litre, **Grond Clearance:** NA **Also try:** BMW 1-Series, Mercedes-Benz A-Class

35TDI Attraction	na	22.95*	na	29.62	4cyl 1968cc	6A	140	320	na	na	na	✔	✔	✔	✖	✔	✖	✔	✖	✔	🔊	7/10
35TDI Premium	na	25.95*	na	34.69	4cyl 1968cc	6A	140	320	na	na	na	✔	✔	✔	✔	✔	✔	✔	✖	✔	🔊	7/10
35TDI Premium Plus	na	29.95*	na	39.55	4cyl 1968cc	6A	140	320	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	7/10
35 TDI Technology	na	32.66*	na	42.90	4cyl 1968cc	6A	140	320	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
40TFSI Premium Plus	na	28.95*	na	38.30	4cyl 1798cc	7A	177	250	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	7/10
40TFSI Cabriolet	na	44.75*	na	na	4cyl 1798cc	7A	177	250	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10

A4: Audi's best-seller gets plastic surgery. And becomes a nagging worry for other Germans in the game.

Build: Assembled

TG Choice: *The **2.0 TDi** as its a great value-for-money proposition and runs on a more affordable fuel.*

L: 470cm, **W:** 183cm **H:** 142.7cm **Boot:** 480 litres, **Fuel Tank:** 63 litre, **Grond Clearance:** NA **Also try:** BMW 3-Series, Mercedes-Benz C -Class

2.0TDI Std	38.62	37.86*	38.62	39.16	4cyl 1968cc	8A	148	320	210	9.47	13.1	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10
35TDI Premium	na	na	na	45.11	4cyl 1968cc	8A	174	380	220	8.37	13.7	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10
35TFSI Premium	35.62	34.91*	35.62	39.98	4cyl 1798cc	8A	168	320	210	8.77	9.5	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10
35TDI Technology	57.31	56.22*	57.31	50.32	4cyl 1968cc	8A	174	380	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10
S4	52.12	51.11*	52.12	50.26*	6cyl 2995cc	7A	329	440	na	4.63	8.6	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10

A6: Good-looking, accomplished executive saloon – now with that beardy front grille after the redesign.

Build: Assembled

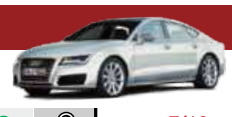
TG Choice: *The **35TDI S-Line** is the only variant available... unless you want that RS6.*

L: 491.5cm, **W:** 187.4cm **H:** 145.5cm **Boot:** 530 litres **Fuel Tank:** 65 litre **Ground Clearance:** 11.8cm **Also try:** BMW 5-Series, Mercedes-Benz E-Class, Volvo S80

35TDI S-Line	na	na	na	49.5*	4cyl 1958cc	7A	188	400	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
RS6 Avant	139	135*	na	135*	8cyl 3993cc	8A	552	700	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	9/10

A7: Perfect mix of sportiness, comfort and styling evokes instant desire. You'll never feel you're in a four-door.

Build: Import



TG Choice: *The **3.0 TDI Quattro,** is powerful and sips fuel frugally.*

L: 496cm, **W:** 191cm **H:** 141.9-142cm **Boot:** NA, **Fuel Tank:** 75 litre, **Ground Clearance:** NA **Also try:** Mercedes CLS, BMW 6 series Gran Coupe

3.0 TDI Quattro	88.00	85.88*	88.00	84.85*	6cyl 2967cc	7A	241	500	250	6.07	8.1	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
RS7 Sportback	130	127*	130	125*	8cyl 3993cc	7A	552	700	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

A8 L: You can't ask for a more perfect car than this. Not for ordinary mortals.

Build: Import

TG Choice: *The **4.2 TDI** gives you a great mix of luxury and power.*

L: 526.7cm, **W:** 194.9cm **H:** 147.1cm **Boot:** 510 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** 12.4cm **Also try:** BMW 7-Series, Mercedes-Benz S-Class

60 TFSI Quattro	130	144	130	166	8cyl 3993cc	8A	429	600	250	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
3.0 TDI	115	130	115	147	6cyl 2967cc	8A	246	580	250	6.5	7.4	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
4.2 TDI Quattro	126	141	126	161	8cyl 4134cc	8A	345	800	250	5.16	8	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Audi continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

Q3: Audi says this rivals the Range Rover Evoque! Not sure about that, but it's definitely capable. *Build: Assembled*

TG Choice: *The **High grade,** comes with a easy-to-use MMI system and a bunch of other useful features.*

L: 438.5cm, **W:** 183.1cm **H:** 160.8cm **Boot:** 460 litres, **Fuel Tank:** 64 litre, **Ground Clearance:** NA **Also try:** BMW X1

35TDI q Premium	na	na	na	39.59	4cyl 1968cc	7A	174	380	212	7.94	11	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	7/10
35TDI q Premium Plus	na	na	na	46.78	4cyl 1968cc	7A	177	380	212	7.94	11	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	7/10
S Edition	24.91	24.99*	24.91	na	4cyl 1968cc	6M	138	320	na	7.94	11.04	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	7/10

Q5: It may not have the panache of the Q7 that Bollywood loves, but the Q5 does mean business. *Build: Assembled*

TG Choice: *The **3.0 TDI Quattro,** with the engine carried over from the Q7 but this is quicker, thanks to half-a-tonne less weight*

L: 462.9cm, **W:** 188cm **H:** 165.5cm **Boot:** 540 litres, **Fuel Tank:** 75 litre, **Ground Clearance:** 20.5cm **Also try:** BMW X3, Mitsubishi Montero

30 TDI Technology	na	44.89	na	54.25	4cyl 1968cc	7A	174	380	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	5/10
45 TDI Technology	na	52.10	na	67.45	6cyl 2967cc	7A	241	580	225	6.5	12.2	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	5/10

Q7: Odd-looking and enormous seven-seat sports utility vehicle that'll put the frighteners on Mercedes and BMW. *Build: Import*

TG Choice: 4.2 TDI Quattro *is big on muscle and since it's a diesel, it won't burn a hole in your pocket.*

L: 509cm, **W:** 198cm **H:** 173.7cm **Boot:** 755 litres, **Fuel Tank:** 100 litre, **Ground Clearance:** 20.5 cm **Also try:** BMW X5, Mercedes-Benz GL-Class, Porsche Cayenne, Range Rover,

45TDI q Technology	80.70	79.12*	80.70	104.95	8cyl 4134cc	8A	335	800	242	6.4	5.5	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10
3.0TFSI Quattro	na	59.40	na	65.3*	6cyl 2995cc	8A	333	440	215	7.4	7.4	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	na/10
30TDI q Technology	71.95	70.52*	71.95	95.50	6cyl 2967cc	8A	241	550	243	9.1	9.6	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	5/10

RS5: Artful lesson in understatement, the RS5 does desirable minus the flash. *Build: Import*

TG Choice: *Just hand us the keys to the 444bhp V8. Thank you.*

L: 464cm, **W:** 186cm **H:** 136.6cm **Boot:** NA, **Fuel Tank:** 61 litres, **Ground Clearance:** NA **Also try:** BMW M4

RS 5	100	98.32*	100	96.90*	8cyl 4163cc	7A	444	430	250	5.07	4.5	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

R8: The supercar to have right now. Beautiful, sophisticated, quick as the wind and comfortable to boot. *Build: Import*

TG Choice: *Buy the **V10**, it's borrowed from the Lamborghini Gallardo and sells at half the price.*

L: 443cm, **W:** 190cm **H:** 124.4-125.2cm **Boot:** 100 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Lamborghini Gallardo, Porsche 911

V8 4.2FSI	163	163*	163	157*	8cyl 4163cc	7A	424	430	300	4.6	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	9/10
V10 5.2FSI	191	187*	191	184*	10cyl 5204cc	7A	517	540	314	4.1	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	9/10
5.2FSI V10 Plus	na	na	na	205	10cyl 5204cc	7A	542	540	314	3.5	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	9/10
Spyder	210	206*	210	202*	10cyl 5204cc	7A	525	530	311	4.1	7	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	9/10

TT: Still the cheapest two-seat sportscar around. Now more thorough than ever before. *Build: Import*

TG Choice: *Audi doesn't want you to have choices here.*

L: 417.7cm, **W:** 183.2cm **H:** 135.3cm **Boot:** 305 litres **Fuel Tank:** 55 litres **Ground Clearance:** NA **Also try:** BMW Z4, Merc SLK

TT 45 TFSI	60.34	60.34*	60.34	60.34*	4cyl 1984cc	6A	226	370	250	6	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

BENTLEY

Dealers 1 **Warranty** 3 **Website** www.bentleymotors.com

Company description: *Has got a new lease of life with an injection of Volkswagen cash, but still as British as the monarchy.*

TG Awards: -

Continental: Sumptuous, superb over distances, with more appeal to younger millionaires. *Build: Import*

TG Choice: *The **GT Super Sports** should be just fine. It will be good to the environment as it runs on ethanol too. Tree huggers rejoice.*

L: 480.0cm, **W:** 222.5cm **H:** 140.1-148.8cm **Boot:** 358 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Other Bentleys, really? That's about it

GT	na	356*	na	356*	12cyl 5998cc	8A	582	720	318	4.8	6.2	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
GT Speed	na	400*	na	400*	12cyl 5998cc	8A	626	820	330	4.5	6	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
Flying Spur V8	na	310*	na	310*	8cyl 3993cc	8A	500	660	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-
Flying Spur W12	na	340*	na	340*	12cyl 5998cc	8A	626	820	320	5.2	5.8	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
GT V8	na	329*	na	329*	8cyl 3993cc	8A	500	660	303	4.8	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
GTC	na	388*	na	388*	12cyl 5998cc	8A	567	700	314	5.1	5.8	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

Buyers Guide continued ▶

CAR CHOOSER

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TOPGEAR NEW CAR GUIDE

◀ Bentley continued

Mulsanne: Replacement for the Arnage, and every bit as opulent. *Build: Import*

TG Choice: *Depends on how you want to spec it. The rich are spoilt for choice (aren't they always?).*

L: 557.5, **W:** 192.6cm **H:** 152.1cm **Boot:** 443 litres, **Fuel Tank:** 96 litre, **Ground Clearance:** NA **Also try:** Rolls Royce Ghost

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Mulsanne	na	567*	na	567*	8cyl 6752cc	8A	505	1020	296	5.3	5.9	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10

BMW

Dealers 21 **Warranty** 3yrs **Website** www.bmw.in

Company description: *A model of German efficiency, the firm still prides itself on making supremely engineered cars aimed at the driver.*

TG Awards: ***Performance Car of the Year 2015: M3***
'The M3 sticks to its line brilliantly, and plasters a wide smile on your face'

1 Series: The country's only RWD hatchback. Fun to drive, but is it as good as the A-Class? *Build: Assembled*

TG Choice: *The **118d Sport Plus** has a frugal yet powerful diesel engine and comes with all the thrills and frills.*

L: 432.4cm **W:** 176.5cm **H:** 142.1cm **Boot:** na **Fuel Tank:** 52 litres, **Ground Clearance:** na **Also try:** Mercedes-Benz A-Class, Mini Countryman

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
116i	21.27	20.9*	21.27	27.97	4cyl 1598cc	8A	134	220	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	✔	🔊	7/10
118d	23.3	22.9*	23.3	32.07	4cyl 1995cc	8A	140	320	215	8.91	13.3	✔	✔	✔	✖	✔	✔	✔	✔	✔	🔊	7/10
118d Sport Line	26.36	25.9*	26.36	35.69	4cyl 1995cc	8A	140	320	215	8.91	13.3	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	7/10
118d Sport Plus	30.43	29.9*	30.43	40.54	4cyl 1995cc	8A	140	320	215	8.91	13.3	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	7/10

3 Series: The 3 has always been the best sport saloon since it was born. The new 3 is still so. *Build: Assembled*

TG Choice: *The **320d Sport Line** visually striking with its sporty cues and has the all purpose 2-litre diesel.*

L: 482.4cm **W:** 181.1cm **H:** 142.9cm **Boot:** na **Fuel Tank:** 60 litres, **Ground Clearance:** na **Also try:** Audi A4, Mercedes-Benz C-Class

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
320d	28.9	33.68	28.9	42.75	4cyl 1995cc	8A	181	380	235	7.33	14.2	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	8/10
320d Sport Line	31.5	36.65	31.5	47.17	4cyl 1995cc	8A	181	380	235	7.33	14.2	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	8/10
320d Luxury Line	31.5	36.65	31.5	47.17	4cyl 1995cc	8A	181	380	235	7.33	14.2	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	8/10
320d Luxury line Plus	36.9	42.83	36.9	45.69	4cyl 1995cc	8A	181	380	235	7.33	14.2	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	8/10
328i Sport Line	37.9	43.96	37.9	51.92	4cyl 1997cc	8A	241	350	250	6.16	10.3	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
320d GT	42.75	42.75*	42.75	53.13	4cyl 1995cc	8A	181	380	NA	NA	NA	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10
M3	121	121*	121	121*	6cyl 2979cc	7A	425	550	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

M4: The M3 Coupe lives on, but with a new name: the M4. Now powered by a turbocharged six-pot motor. *Build: Import*

TG Choice: *Only the **Coupe** is available for now.*

L: 467.1cm **W:** 187cm **H:** 138.3cm **Boot:** na **Fuel Tank:** 00 litres, **Ground Clearance:** na **Also try:** Jaguar F-Type

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
M4 Coupe	119	119*	119	119*	6cyl 2979cc	7A	425	550	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

5 Series: A return to form for the '5', with more palatable styling, a better ride and BMW's stock-in-trade quality. *Build: Assembled*

TG Choice: *The **530d M Sport** is the most fun you will have in a 5 series, unless you throw the M5 into the mix.*

L: 490.7, **W:** 186cm **H:** 146.2cm **Boot:** 520 litres, **Fuel Tank:** 70 litre, **Ground Clearance:** 15.8 cm **Also try:** Audi A6, Mercedes-Benz E-Class, Volvo S80

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
520d Modern	47.7	54.37	na	61.90	4cyl 1995cc	8A	181	380	226	8.3	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
520d Luxury	47.7	54.37	na	61.90	4cyl 1995cc	8A	181	380	226	8.3	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
525d Luxury Plus	52.8	60.08	na	68.17	4cyl 1995cc	8A	214	450	226	8.3	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
530d M Sport	58.9	62.37	na	73.32	6cyl 2993cc	8A	254	560	250	6.13	11.4	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

6 Series Gran Coupe: The best all-round tourer in India. Now fresher thanks to a mid-life facelift *Build: Import*

TG Choice: *You're restricted to trim levels for now.*

L: 489cm, **W:** 189cm **H:** 139.2cm **Boot:** Na, **Fuel Tank:** 70 litre, **Ground Clearance:** 123cm **Also try:** Mercedes SL class

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
640d Eminence	na	114	na	na	6cyl 2993cc	8A	313	630	250	5.5	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
640d Design Pure Exp	na	121	na	na	6cyl 2993cc	8A	313	630	250	5.52	8.1	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

7 Series: Much improved. BMW's super saloon is now a half-decent match for the class-whipping S-Class. *Build: Import*

TG Choice: *The **730Ld** should be fine, as it's a car to be driven in.*

L: 517.9cm, **W:** 213.3cm **H:** 148.1cm **Boot:** 520 litres, **Fuel Tank:** 88 litre **Ground Clearance:** NA **Also try:** Audi A8, Mercedes-Benz S-Class

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
750Li	86.8	113.3	86.8	175	8cyl 4395cc	6A	442	650	250	6	7.9	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	5/10
730Ld	73.6	96.06	73.6	126	6cyl 2993cc	6A	254	560	245	6.69	9.3	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10
760Li	129	150.7	129	244	12cyl 5972cc	6A	536	750	250	4.6	7.3	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
ActiveHybrid 7	135	135*	135	135*	6cyl 2979cc	8A	369	450	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10

i8: A sci-fi fantasy brought to life. A hybrid sportscar. The i8 is a combination of both, and it is spectacular *Build: Import*

TG Choice: *You wouldn't be bothered with variants when it looks the way it does, would you?*

L: 423.9cm **W:** 179cm **H:** 129.1cm **Boot:** na, **Fuel Tank:** 90 litre, **Ground Clearance:** na **Also try:** Looking for an abandoned spaceship.

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
i8	229	229*	229	229*	3cyl 1499cc	6A	356	570	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

GT 5: According to BMW the GT 5 is for an older BMW buyer who has a family and children to ferry around. *Build: Import*

TG Choice: *A BMW for the ageing? For this price, you can get the '530d' and the K1200R bike.*

L: 499cm, **W:** 190cm **H:** 150.8cm **Boot:** 520 litres, **Fuel Tank:** 70 litre, **Ground Clearance:** NA **Also try:** none

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
30d	64	65.10	64	82.32	6cyl 2993cc	8A	245	540	240	7.13	5.3	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	5/10

X1: Right size, right price, perfect for the urban yuppie. *Build: Assembled*

TG Choice: *The **20d Expedition** will be perfect. 380Nm of torque is more than enough for city and highway driving.*

L: 445cm **W:** 180cm **H:** 154.5cm **Boot:** 420 litres, **Fuel Tank:** 80 litre, **Ground Clearance:** 19.4cm **Also try:** Audi Q5

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
20d Expedition	NA	27.9*	NA	38.38	4cyl 1995cc	8A	181	380	205	7.89	12	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	7/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ BMW continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
20d Sport Line	NA	32.5*	NA	44.83	4cyl 1995cc	8A	181	380	205	7.18	12	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	7/10
20d xLine	NA	32.5*	NA	44.83	4cyl 1995cc	8A	181	380	205	7.18	12	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	7/10

X3: A well-sorted car tailored for the world we live in, now with squared-off corona rings. *Build: Assembled*

TG Choice: *The **20d Expedition**, as it has ample power and is cheaper, too.*

L: 465.7cm **W:** 188cm **H:** 167.8cm **Boot:** NA, **Fuel Tank:** 67 litre, **Ground Clearance:** 19.4cm **Also try:** Audi Q5, Volvo XC60, Land Rover Freelander 2

20d Expedition	44.90	44.90*	44.90	58.31	4cyl 1995cc	8A	188	400	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
20d xLine	49.90	49.90*	49.90	64.46	4cyl 1995cc	8A	188	400	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
30d M Sport	na	59.90*	na	74.17	6cyl 2993cc	8A	255	560	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	-

X5: Fatter new seven-seat X5 places it firmly in a size category above the X3 now – thankfully, it's bigger inside too. *Build: Import*

TG Choice: *The **30d** should work well as this car is more at home in the urban jungle's stop-and-go traffic.*

L: 485.4, **W:** 219.7cm **H:** 176.2cm **Boot:** 620 litres, **Fuel Tank:** 85 litre, **Ground Clearance:** 21.2 cm**Also try:** Audi Q7, Mercedes-Benz M-Class, Porsche Cayenne, Range Rover Sport

30d 7-str	55.7	62.25	55.7	87.69	6cyl 2993cc	8A	254	560	210	8.3	10.8	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10

X6: It's an SUV! No, it's a coupe! No, it's both. BMW has stretched the boundaries for a 'niche' product. *Build: Import*

TG Choice: *The **40d,** as that's the only variant available for now. The M will come at a later date*

L: 490.9cm **W:** 217cm **H:** 170.2cm **Boot:** 580 litres **Fuel Tank:** 85 litre **Ground Clearance:** 21.1 cm **Also try:** Porsche Macan

40d	na	115*	na	151	6cyl 2993cc	8A	308	600	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	-

Z4: BMW's answer to Merc's SLK and Porsche's Cayman. It's fast. It's topless and it drives well. *Build: Import*

TG Choice: *No option but the **35i** for now. Same engine but tuned for more power.*

L: 423.9cm **W:** 179cm **H:** 129.1cm **Boot:** na, **Fuel Tank:** 90 litre, **Ground Clearance:** na **Also try:** Mercedes-Benz SLK, Porsche Boxster.

Z4 SDrive 35is	na	98.49	84.1	109	6cyl 2979cc	8A	301	400	250	6.07	5.5	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10

CHEVROLET

Dealers 279 **Warranty** 3 **Website** www.chevrolet.co.in

Company description: Made*e its mark with confident design and products like the Cruze and the Beat. Buyers are slowly showing that confidence too.*

***TG Awards:* Saloon of the year 2009: Cruze** 'That the Cruze is a better buy than its immediate competitors - Civic and Corolla - will be as obvious to you as Salman Khan's biceps"

Beat: Another smart new Chevy design. Tries hard to play city car and highway cruiser roles. Succeeds reasonably.

TG Choice: *The **LT** packs a lot of features at a reasonable price.*

L: 364cm **W:** 159cm **H:** 155cm **Boot:** na, **Fuel Tank:** 45 litre, **Ground Clearance:** 17.5cm **Also try:** Hyundai i10, Maruti Suzuki Ritz

Base	4.03	4.19	4.03	5.32	4cyl 1199cc	5M	77	106	150	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	4/10
LS	4.29	4.49	4.29	5.64	4cyl 1199cc	5M	77	106	150	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	5/10
LT	4.71	4.97	4.71	6.14	4cyl 1199cc	5M	77	106	150	na	na	✖	✖	✔	✔	✔	✔	✔	▬	✔	✖	5/10
LT Opt	5.20	5.29	5.20	6.47	4cyl 1199cc	5M	77	106	150	na	na	✔	✔	✔	✔	✖	✔	✔	✔	✔	✖	5/10
Base Diesel	4.86	5.11	4.86	6.44	3cyl 936cc	5M	56	142	150	na	17	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
LS Diesel	5.13	5.42	5.13	6.78	3cyl 936cc	5M	56	142	150	na	17	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
LT Diesel	5.55	5.88	5.55	7.30	3cyl 936cc	5M	56	142	150	na	17	✖	✖	✔	✔	✔	✔	✔	▬	✔	✖	6/10
LT Opt Diesel	6.04	6.07	6.04	7.90	3cyl 936cc	5M	56	142	150	na	17	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	5/10

Captiva: At long last, Chevy is adding new cars to Daewoo knock-offs. This seven-seat SUV isn't a bad effort either. *Build: Import*

TG Choice: *Two lakh cheaper than the AWD variants, the **2.2 LT** has no all-wheel-drive, but hey, you won't need one in a city SUV.*

L: 467 cm**W:** 187cm **H:** 175.5cm **Boot:** 465 litres, **Fuel Tank:** 65 litre , **Ground Clearance:** 17.7cm **Also try:** Honda CR-V, Nissan X-Trail

2.2 LT	23.54	21.88	23.54	30.66	4cyl 2231cc	6M	183	400	178	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	5/10
2.2 AWD LTZ	25.67	25.62	25.67	33.47	4cyl 2231cc	6A	183	400	178	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	5/10

Cruze: This car can leave wet spot marks on the trousers of the Civic and the Corolla.

TG Choice: *The **LTZ MT** for the true enthusiast.*

L: 459.7 cm **W:** 178.8cm **H:** 147.7cm **Boot:** na **Fuel Tank:** na **Ground Clearance:** 16.5cm **Also try:** Honda Civic, Toyota Corolla Altis

LT	14.02	16.15	14.02	17.80	4cyl 1998cc	6M	164	360	200	9.83	12	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	5/10
LTZ MT	15.54	17.88	15.54	19.66	4cyl 1998cc	6M	164	360	200	9.83	12	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	5/10
LTZ AT	16.57	18.93	16.57	20.93	4cyl 1998cc	6A	164	360	200	9.5	11.5	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	5/10

Buyers Guide continued ▶

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◀ Chevrolet continued

Chevrolet

Spark: Cute, cheap runabout, now with the oomph to keep it up in town thanks to the new 1.0L engine. Also available in LPG.

TG Choice: 1 *as it is the cheapest of the lot and other variants do not offer any significant upgrades.*

L: 349.5, **W:** 149.5,cm. **Boot:** 104 litres, **Fuel Tank:** 38 litre , **Ground Clearance:** 17 cm **Also try:** Hyundai Santro Xing, Maruti's tall boy pair

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.0	3.50	3.51	3.50	4.61	4cyl 995cc	5M	60	87	145	16.9	13.6	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	3/10
1.0 LS	3.77	3.89	3.77	4.93	4cyl 995cc	5M	60	87	145	16.9	13.6	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	4/10
1.0 LT	4.06	4.21	4.06	5.28	4cyl 995cc	5M	60	87	145	16.9	13.6	✗	✗	✓	✗	✓	✗	✓	⊖	✓	✗	4/10

Enjoy: The Enjoy is Chevrolet's answer to the Maruti Ertiga. Petrol pretty quick, diesel decently efficient. Reasonably priced too.

TG Choice: LTZ Diesel *as it is offers a good mix of features along with the goodness of diesel. Mid-spec LT trim available too.*

L: 430.5, **W:** 168cm **H:** 175cm **Boot:** 195 litres, **Fuel Tank:** 50 litre , **Ground Clearance:** na **Also try:** Maruti Ertiga, Mahindra Xylo, Nissan Evalia

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LS Petrol 8STR	5.84	5.49*	5.84	7.61	4cyl 1399cc	5M	99	131	na	13.9	12.1	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
LS Petrol 7STR	5.87	5.54*	5.87	7.64	4cyl 1399cc	5M	99	131	na	13.9	12.1	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
LTZ Petrol 7STR	7.23	7.12*	7.23	9.28	4cyl 1399cc	5M	99	131	na	13.9	12.1	✓	✓	✓	✗	✓	✓	✓	✓	✓	🔊	6/10
LS Diesel 8STR	7.10	6.69*	7.10	9.31	4cyl 1248cc	5M	74	172	na	19.7	15	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
LS Diesel 7STR	7.13	6.76*	7.13	9.34	4cyl 1248cc	5M	74	172	na	19.7	15	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
LTZ Diesel 7STR	8.27	8.00*	8.27	10.74	4cyl 1248cc	5M	74	172	na	19.7	15	✓	✓	✓	✗	✓	✓	✓	✓	✓	🔊	6/10

Sail U-VA: It's a no-nonsense car in a country with way better no-nonsense cars

TG Choice: LT Diesel *as it has a proven engine, rides well and is spacious. (Available in Base and LS variants too)*

L: 394.6cm **W:** 196cm **H:** cm **Boot:** 248 litres, **Fuel Tank:** 42 litre, **Ground Clearance:** 17.4 cm **Also try:** Maruti Suzuki Ritz

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LT ABS Petrol	5.68	6.11	5.68	7.55	4cyl 1199cc	5M	82	108	na	13.85	13.2	✗	⊖	✓	✗	✱	✗	✓	✗	✗	✗	5/10
LT ABS Diesel	6.73	7.53	6.73	8.99	4cyl 1248cc	5M	74	190	na	na	na	✓	⊖	✗	✗	✱	✗	✓	⊖	✗	✗	5/10

Sail: Pocket-friendly pricing, neat styling and good ride. Should put Chevrolet back in to the entry-sedan game

TG Choice: 1.3 TCDi LT ABS *as it gets all the safety features and decent amount of features.*

L: 424.9 cm **W:** 169cm **H:** 150.3cm **Boot:** 370 litres, **Fuel Tank:** 42 litre, **Ground Clearance:** 17.4cm **Also try:** Maruti Suzuki DZire, Mahindra Verito, Ford Classic

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.2	5.24	4.99*	5.24	6.85	4cyl 1199cc	5M	82	108	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
1.2 LS ABS	6.02	5.70*	6.02	7.85	4cyl 1199cc	5M	82	108	na	na	na	✓	✓	✗	✗	✱	✗	✓	✗	✗	✗	5/10
1.2 LT ABS	6.49	6.41*	6.49	8.38	4cyl 1199cc	5M	82	108	na	na	na	✓	✓	✓	✗	✱	✗	✓	✓	✓	✗	5/10
1.3 TCDi	6.45	6.29*	6.45	8.47	4cyl 1248cc	5M	74	190	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
1.3 TCDi LS ABS	7.05	6.80*	7.05	9.32	4cyl 1248cc	5M	74	190	na	na	na	✗	⊖	✗	✗	✱	✗	✓	✗	✗	✗	5/10
1.3 TCDi LT ABS	7.67	7.51*	7.67	10.04	4cyl 1248cc	5M	74	190	na	na	na	✓	✓	✓	✗	✱	✗	✓	✓	✓	✗	5/10

DATSUN

Dealers 141 **Warranty** 2yrs **Website** www.datsun.co.in

Company description: *It's back from the dead: Nissan has revived Datsun, only this time, it's to sell inexpensive hatches and micro-MPVs*

TG Awards: **-**

Go: Essentially a Micra that doesn't look like one, and cheaper too. Win-win!

TG Choice: T *is the one to go for, as it is the one with all the features that you'd need.*

L: 378.5cm **W:** 163.5cm **H:** 148.5cm **Boot:** 265 litre **Fuel Tank:** Na, **Ground Clearance:** Na **Also try:** Maruti Alto 800, Hyundai Eon.

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D	3.23	3.57	3.29	4.02	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
A	3.58	3.88	3.65	4.44	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
T	4.04	4.13	4.12	4.98	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	6/10

Go+: A Go that thinks it's an MPV. It does have seats for seven, yes, and it is just as barebones as the hatchback

TG Choice: T *is the one to go for, as it is the one with all the features that you'd need.*

L: 378.5cm **W:** 163.5cm **H:** 148.5cm **Boot:** 265 litre **Fuel Tank:** Na, **Ground Clearance:** Na **Also try:** Spending more and buying a proper MPV

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D	3.79	3.79*	3.86	4.66	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
A	4.14	4.15*	4.22	5.08	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
T	4.61	4.61*	4.69	5.67	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	6/10

FERRARI

Dealers 2 **Warranty** 3yrs **Website** www.ferrari.com

Company description: *Iconic Italian marque with a huge back-catalogue of fabulous cars and motorsport successes. The envy of the automotive world.*

TG Awards: ***Luxury car of the year 2013: FF*** 'After the FF, all the other grand-tourers or 2+2s which lack space at the back, which are heavy, should bury their heads in potholes'

458: The finest sportscar of the past five years. Utterly mind-blowing.

Build: Import

TG Choice: *Can't go wrong with either of the variants. We'd have ours in titanium grey.*

L: 453cm **W:** 194cm **H:** 121cm **Boot:** 230 litres **Fuel Tank:** 86 litre, **Ground Clearance:** NA **Also try:** Aston Martin Vantage, Porsche 911 Turbo.

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
458 Speciale	na	na	na	na	8cyl 4499cc	7A	597	540	na	na	na	✓	✓	✓	✓	✱	✓	✓	✓	✓	◉	-
458 Spider	na	na	na	na	8cyl 4499cc	7A	562	540	na	na	na	✓	✓	✓	✓	✱	✓	✓	✓	✓	◉	9/10

488 GTB: The evolution of the 458. Turbocharged, but still one hell of a machine.

Build: Import

TG Choice: *You can only have the coupe for now.*

L: 456.8cm **W:** 195.2cm **H:** 121.3cm **Boot:** 230 litres **Fuel Tank:** 78 litre **Ground Clearance:** NA **Also try:** Aston Martin Vantage, Porsche 911 Turbo.

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
488 GTB	na	na	na	na	8cyl 3902cc	7A	661	760	na	na	na	✓	✓	✓	✓	✱	✓	✓	✓	✓	◉	-

California T: The California is a lovely (now twin-turbocharged) drop-top tourer.

Build: Import

TG Choice: *The cheapest Prancing Horse you can buy.*

L: 456cm **W:** 190cm **H:** 132cm **Boot:** 240 litres **Fuel Tank:** 78 litre **Ground Clearance:** NA **Also try:** Audi R8, Maserati GranCabrio, Porsche 911 Turbo.

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
California T	na	na	na	340*	8cyl 3855cc	7A	484	505	310	3.6	na	✓	✓	✓	✓	✱	✓	✓	✓	✓	◉	6/10

Gadgets & Safety Guide ✓ Yes ✗ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Ferrari continued

F12 Berlinetta: Spearheading the charge of the Ferrari coupes. Still keeping the V12 flag flying high — *Build: Import*

TG Choice: *Do you really need another variant?*

L: 461.8cm **W:** 194.2cm **H:** 127.3cm **Boot:** na **Fuel Tank:** 92 litre **Ground Clearance:** NA **Also try:** Aston Martin V12 Vantage

FF: A Ferrari grand tourer, but not as we know it. This is the first ever AWD Ferrari, and it's an estate. — *Build: Import*

TG Choice: *There's only one version.*

L: 490cm **W:** 195cm **H:** 137.9cm **Boot:** 450 litres **Fuel Tank:** 91 litre **Ground Clearance:** NA **Also try:** Aston Martin Rapide, Bentley Continental GT.

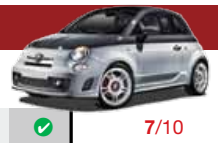
	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
F12	na	na	na	na	12cyl 6262cc	7A	730	690	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	9/10
FF	na	na	na	na	12cyl 6262cc	7A	651	683	332	3.7	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	9/10

FIAT — Dealers 64 Warranty 18months Website www.fiat-india.com

Company description: *Seems to make characterful and beautiful cars even in their sleep. The Punto and Linea are brilliant.*

TG Awards: Facelift of the Year 2015: Punto Evo
'We didn't expect the Punto to feature such significant changes'

Abarth 595: The 500 with the kind of sting only the Abarth division can provide. But, it has to fight the Mini...



TG Choice: *This is your only option.*

L: 365.7cm **W:** 162.7cm **H:** 148.5cm **Boot:** na **Fuel Tank:** na **Ground Clearance:** na **Also try:** Mini

Linea: Big sedan loaded to the brim with features at a bargain price.

TG Choice: T-Jet *should have been here the first time around – still, better late than never.*

L: 456, **W:** 173cm **H:** 148.7-149.4cm **Boot:** 500 litre, **Fuel Tank:** 45 litre, **Ground Clearance:** 18.5cm **Also try:** Honda City, Ford Fiesta, VW Vento

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Active	7.25	7.85	7.23	8.34	4cyl 1368cc	5M	90	115	168	15.6	8	✖	✖	✔	✔	✖	✔	✔	✖	✖	✖	4/10
Dynamic	8.27	7.95	8.25	8.77	4cyl 1368cc	5M	90	115	168	15.6	8	✖	✖	✔	✔	✖	✔	✔	✖	✔	✖	4/10
Active D	8.30	9.12	8.28	10.14	4cyl 1248cc	5M	91	209	na	na	na	✖	✖	✔	✔	✖	✔	✔	✖	✖	✖	5/10
Dynamic D	9.35	10.25	9.23	11.58	4cyl 1248cc	5M	91	209	na	na	na	✖	✖	✔	✔	✱	✔	✔	✖	✔	🔊	5/10
Emotion D	9.72	10.66	9.70	12.24	4cyl 1248cc	5M	91	209	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	5/10
T-Jet	8.82	9.65	8.92	na	4cyl 1368cc	5M	113	207	165	11.1	12.5	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	6/10
T-Jet+	9.32	10.19	9.43	na	4cyl 1368cc	5M	113	207	165	11.1	12.5	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	6/10
Classic Multijet Diesel	6.95	8.00	6.95	8.60	4cyl 1248cc	5M	76	197	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✔	✖	4/10
Classic Plus Multijet Diesel	7.50	8.62	7.50	9.25	4cyl 1248cc	5M	76	197	na	na	na	✖	✔	✖	✖	✖	✖	✔	✖	✔	✖	4/10
Classic Petrol	5.99	6.63	5.99	7.28	4cyl 1368cc	5M	90	115	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✔	✖	5/10

Punto Evo: Looks incredible, drives well, priced competitively. Needs better engines, though.

TG Choice: *The **Emotion Sport** diesel is still the pick of the lot, but the 1.3-litre motor lacks grunt compared to rivals.*

L: 398.9cm **W:** 168.7cm **H:** 152.5cm **Boot:** na **Fuel Tank:** 45 litre, **Ground Clearance** 18.5-20.5cm **Also try:** Maruti Swift, Hyundai i20, Volkswagen Polo

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Active 1.2	4.67	4.55*	4.65	6.02	4cyl 1172cc	5M	67	96	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
Dynamic 1.2	5.24	5.12*	5.22	6.57	4cyl 1172cc	5M	67	96	175	na	13	✖	✖	✔	✖	✔	✖	✔	✖	✖	✖	7/10
Emotion 1.4	6.80	6.66*	6.78	8.68	4cyl 1368cc	5M	89	115	175	12.5	13	✖	✔	✔	✔	✱	✖	✔	✔	✔	✖	7/10
Active 1.3 D	5.40	5.27*	5.37	7.24	4cyl 1248cc	5M	75	197	na	na	17	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
Dynamic 1.3 D	6.35	6.21*	6.33	8.04	4cyl 1248cc	5M	75	197	na	15.7	17	✖	✖	✔	✖	✔	✖	✔	✖	✖	✖	7/10
Emotion 1.3 D	6.98	6.83*	6.96	8.80	4cyl 1248cc	5M	75	197	na	15.7	17	✖	✔	✔	✔	✱	✖	✔	✔	✔	✖	7/10
Emotion 1.3 D Sport	7.35	7.20*	7.33	9.24	4cyl 1248cc	5M	92	209	170	13.65	12.6	✔	✔	✔	✔	✱	✖	✔	✔	✔	✖	7/10
Avventura 1.4 Dynamic	na	7.05*	na	8.72	4cyl 1368cc	5M	92	115	na	na	na	✖	✖	✔	✔	✔	✖	✔	✔	✔	✖	7/10
Avventura 1.3 D Emotion	na	8.17*	na	10.29	4cyl 1248cc	5M	89	209	na	na	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	✖	7/10

FORCE — Dealers NA Warranty 2yrs Website www.forcemotors.com

Company description: *After selling UV to the rural market, Force has decided to join the ranks of Tata and Mahindra with home-grown SUVs.*

TG Awards: **-**

One: Mechanically sound car, refined engine and good ride. Let down by interior quality and cabin design execution.

TG Choice: *Safety is of utmost importance so we suggest going for the ABS.*

L: 486cm **W:** 178cm **H:** 188.5cm **Boot:** na **Fuel Tank:** na, **Ground Clearance:** na **Also try:** Tata Safari, Mahindra Scorpio

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
EX	10.84	na	10.79	10.72*	4cyl 2149cc	5M	81	230	na	na	na	✔	✔	✔	✔	✖	✖	✔	✔	✔	✖	4/10

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TOPGEAR NEW CAR GUIDE

◀ Force continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
SX	12.20	14.45	12.14	11.98*	4cyl 2149cc	5M	140	321	na	na	na	✔	✔	✔	✔	Bluetooth	✖	✔	✔	✔	🔊	4/10
LX 4x4	na	14	na	na	4cyl 2149cc	5M	140	321	na	na	na	✔	✔	✔	✔	Bluetooth	✖	✔	✔	✔	🔊	4/10

Gurkha: Want a luxurious off-roader? Look away. Want a no-frills, no-holds-barred mountain goat? Step right this way.

TG Choice: *Soft-top 4x4 will let you fit in one more friend, apart from looking a little cooler than the hardtop.*

L: 399.2cm **W:** 182cm **H:** 205.5cm **Boot:** na **Fuel Tank:** 63 litre, **Ground Clearance:** 21cm **Also try:** Mahindra Thar

Hard-top 4x4	8.65	8.50*	8.61	8.50*	4cyl 2596cc	5M	81	230	na	na	na	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	6/10
Soft-top 4x4	8.49	8.35*	8.46	8.35*	4cyl 2596cc	5M	81	230	na	na	na	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	4/10
Soft-top 4x2	6.36	6.25*	6.33	6.25*	4cyl 2596cc	5M	81	230	na	na	na	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	4/10

FORD

Dealers 65 **Warranty** 2yrs **Website** www.india.ford.com

Company description: *Makes some of the best driver's cars in India. Right now in a period of transition. Good thing is their best is yet to come.*

TG Awards: ***Family Car of the Year 2014: EcoSport***
'The EcoSport is the first of its kind, and so far, the only one of its kind'

NEW ENTRY

Figo Aspire

Before we have the Figo's successor, Ford has given us the three-box version of the Figo's successor

It is among the better-looking sedans that are no longer than four metres in length, but it's far from beautiful. That said, it is a neat package on the whole: the 1.2 petrol, despite being a bit meek, is tractable, and the diesel is peppy and efficient. It may not be the most feature-rich car in its class, but with six airbags on the Titanium+, it surely is one of the safest.

Figo Aspire: The most dynamically sound sub-four metre sedan in India. Priced well, too.

TG Choice: *The Titanium* ***1.5, if you want a punchy petrol. Titanium 1.5 D if you want maximum bang for your buck.***

L: 399.5cm **W:** 169.5cm **H:** 152.5cm **Boot:** 359litre **Fuel Tank:** 40-42 litre **Ground Clearance:** 17.4cm **Also try:** Honda Amaze, Hyundai Xcent, Maruti DZire, Tata Zest.

Ambiente 1.2 P	5.03	4.93*	5.03	5.95	4cyl 1196cc	5M	87	112	na	14.1	13.2	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
Trend 1.2 P	5.91	5.8*	5.91	6.99	4cyl 1196cc	5M	87	112	na	14.1	13.2	✔	✖	✔	✖	Bluetooth	✖	✔	✖	✔	✖	7/10
Titanium 1.2 P	6.86	6.73*	6.86	8.10	4cyl 1196cc	5M	87	112	na	14.1	13.2	✔	✔	✔	✔	Bluetooth	✖	✔	✔	✔	✖	7/10
Titanium + 1.2 P	7.42	7.28*	7.42	8.75	4cyl 1199cc	5M	87	112	na	14.1	13.2	✔	✔	✔	✔	Bluetooth	✖	✔	✔	✔	✖	7/10
Titanium 1.5 P AT	7.98	7.83*	7.98	9.38	4cyl 1499cc	6A	110	136	na	na	na	✔	✔	✔	✔	Bluetooth	✖	✔	✔	✔	✖	-
Ambiente 1.5 D	6.05	5.93*	6.05	7.26	4cyl 1498cc	5M	99	215	na	na	na	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
Trend 1.5 D	6.93	6.8*	6.93	8.31	4cyl 1498cc	5M	99	215	na	na	na	✔	✖	✔	✖	Bluetooth	✖	✔	✖	✔	✖	7/10
Titanium 1.5 D	7.88	7.73*	7.88	9.42	4cyl 1498cc	5M	99	215	na	na	na	✔	✔	✔	✔	Bluetooth	✖	✔	✔	✔	✖	7/10
Titanium + 1.5 D	8.44	8.28*	8.44	10.09	4cyl 1498cc	5M	99	215	na	na	na	✔	✔	✔	✔	Bluetooth	✖	✔	✔	✔	✖	7/10

Classic: Ford's big player in India is a well-sorted, well thought-out car. Facelifting has made it expensive. Still competent.

TG Choice: *The* ***1.6*** *is what BMW would look at if it needed a low-cost front-wheel-drive car.*

L: 428.2cm **W:** 168.6cm **H:** 146.8cm **Boot:** 430litre **Fuel Tank:** 45 litre, **Ground Clearance:** 16.8cm **Also try:** Honda City, Hyundai Verna, Fiat Linea.

1.6 LXI Duratec	5.84	6.15	5.83	6.41	4cyl 1596cc	5M	99	146	175	11.2	12.3	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
1.6 cLXI Duratec	6.49	7.05	6.50	7.26	4cyl 1596cc	5M	99	146	175	11.2	12.3	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	6/10
1.6 Titanium Duratec	7.75	7.35	7.52	8.22	4cyl 1596cc	5M	99	146	175	11.2	12.3	✔	✔	✔	✔	Bluetooth	✖	✔	✔	✔	✖	6/10
1.4 LXI Duratorq	7.04	7.82	7.04	8.14	4cyl 1399cc	5M	67	160	155	17.1	16.1	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
1.4 Titanium Duratorq	7.48	8.29	7.48	9.61	4cyl 1399cc	5M	67	160	155	17.1	16.1	✖	✔	✔	✔	Bluetooth	✖	✔	✖	✔	✖	6/10

Endeavour: Big hunky old-school SUV, just revised. New interior and punchier engine lifts it up considerably.

TG Choice: *Go for the* ***2.5 4x2*** *and save Rs 3 lakh, as this SUV will mostly be used for highway driving.*

L: 506cm **W:** 178.8cm **H:** 178.8cm **Boot:** na **Fuel Tank:** 71 litre, **Ground Clearance:** 21cm **Also try:** Mitsubishi Pajero Sport, Toyota Fortuner

2.5L 4x2	20.01	21.29	20.01	24.82	4cyl 2499cc	5M	142	330	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	5/10
3.0L 4x2	19.50	22.89	19.41	26.63	4cyl 2953cc	5M	153	380	160	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	5/10
3.0L 4x4 AT	23.29	24.82	23.29	28.81	4cyl 2953cc	5A	153	380	165	13.86	8.3	✔	✔	✔	✔	Bluetooth	✔	✔	✔	✔	⊖	5/10

Fiesta: The new Fiesta is a changed animal with its new Aston Martin-esque front end, but still familiar.

TG Choice: *The* ***1.5 diesel Titanium*** *equipped with all the frills is quite a package to reckon with.*

L: 429 cm **W:** 172cm **H:** 146.8cm **Boot:** 430litre **Fuel Tank:** 43 litre, **Ground Clearance:** 15.6cm **Also try:** Hyundai Verna, Honda City.

1.5 Ambiente D	na	7.69*	7.82*	na	4cyl 1498cc	5M	89	204	na	na	13	✔	✔	✖	✖	✖	✖	✖	✖	✖	✖	5/10
1.5 Trend D	na	8.55*	8.71*	na	4cyl 1498cc	5M	89	204	na	na	13	✔	✔	✔	✔	✔	✖	✔	✖	✖	✖	5/10
1.5 Titanium D	9.46*	9.29*	9.46*	9.69*	4cyl 1498cc	5M	89	204	na	na	13	✔	✔	✔	✔	Bluetooth	✖	✔	✔	✔	🔊	5/10

Figo: Not the best-styled hatch out there, but it worries everything from the tiny i10 to the premium Polo.

TG Choice: *The* ***1.4 diesel Titanium*** *is an honest-to-goodness car with great pricing, space and highway ability.*

L: 379cm **W:** 168cm **H:** 142.7cm **Boot:** 284litre **Fuel Tank:** 45 litre, **Ground Clearance:** 16.8cm **Also try:** Maruti Suzuki Swift, Fiat Punto, Volkswagen Polo.

1.2 LXi	3.96	4.30	3.96	5.34	4cyl 1196cc	5M	71	102	na	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
1.2 EXi	4.35	4.70	4.35	6.02	4cyl 1196cc	5M	71	102	na	na	na	✖	✖	✔	✖	Bluetooth	✖	✔	✖	✖	✖	5/10
1.2 ZXi	4.65	5.10	4.66	6.42	4cyl 1196cc	5M	71	102	na	na	na	✖	✖	✔	✖	Bluetooth	✖	✔	✖	✖	✖	5/10
1.2 Titanium	5.16	5.60	5.16	6.91	4cyl 1196cc	5M	71	102	na	na	na	✔	✔	✔	✖	Bluetooth	✖	✔	✔	✔	✖	5/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Ford continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.4 LXi D	4.96	5.45	4.96	6.66	4cyl 1399cc	5M	68	160	150	14.62	14.1	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
1.4 EXi D	5.35	6.19	5.30	7.35	4cyl 1399cc	5M	68	160	150	14.62	14.1	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	5/10
1.4 ZXi D	5.67	6.28	5.73	7.74	4cyl 1399cc	5M	68	160	150	14.62	14.1	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	5/10
1.4 Titanium D	6.17	6.69	6.17	8.23	4cyl 1399cc	5M	68	160	150	14.62	14.1	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	5/10

EcoSport: This compact SUV will be a game changer for the company. Looks good and drives well too.

TG Choice: *The **EcoBoost Titanium +** gives you the right combination of performance and features.*

L: 399.5cm **W:** 176.5cm **H:** 170.8cm **Boot:** 346litre **Fuel Tank:** 52 litre, **Ground Clearance:** na **Also try:** Renault Duster, Nissan Terrano

1.5 Ambiente P	5.68	5.59*	5.68	8.80	4cyl 1499cc	5M	110	140	na	na	na	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	7/10
1.5 Trend P	6.61	6.5*	6.61	9.94	4cyl 1499cc	5M	110	140	na	na	na	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
1.5 Titanium P	7.64	7.51*	7.64	11.12	4cyl 1499cc	5M	110	140	na	na	na	✗	✗	✓	✓	✓	✗	✓	✗	✗	◀)	7/10
1.5 Titanium P AT	8.60	8.45*	8.60	12.44	4cyl 1499cc	6A	110	140	na	13.75	12	✓	✓	✓	✗	✓	✗	✓	✓	✓	◀)	7/10
1.0 Titanium P	8.04	7.90*	8.04	11.64	3cyl 999cc	5M	123	170	na	12.6	13.7	✗	✗	✗	✓	✓	✗	✗	✗	✗	◀)	7/10
1.0 Titanium + P	8.43	8.29*	8.43	12.42	3cyl 999cc	5M	123	170	na	12.6	13.7	✗	✗	✓	✓	✓	✗	✓	✗	✗	◀)	7/10
1.5 Ambiente D	6.81	6.69*	6.81	10.45	4cyl 1498cc	5M	90	204	na	13.24	15.1	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
1.5 Trend D	7.74	7.61*	7.74	11.33	4cyl 1498cc	5M	90	204	na	13.24	15.1	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	7/10
1.5 Titanium D	8.77	8.62*	8.77	12.64	4cyl 1498cc	5M	90	204	na	13.24	15.1	✗	✗	✓	✓	✓	✗	✓	✗	✗	◀)	7/10
1.5 Titanium + D	9.16	9.00*	9.16	13.37	4cyl 1498cc	5M	90	204	na	13.24	15.1	✓	✓	✓	✓	✓	✗	✓	✗	✗	◀)	7/10

HONDA **Dealers** 80 **Warranty** 2yrs **Website** www.hondacarindia.com

Company description: *Enjoys a brand value only premium German cars can beat. City continues to dominate its segment.*

***TG Awards:* Family Car of the Year 2015: Honda Mobilio**
'The Mobilio bridges the gap between looking snazzy and being practical'

Amaze: Honda's answer to Maruti's DZire. First oil-burning Honda to hit Indian shores

TG Choice: *The **VX i-DTEC** as it gets the much talked about diesel engine that's efficient and gets all the goodies too.*

L: 399cm **W:** 168cm **H:** 150.5cm **Boot:** 400 litres **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Maruti DZire, Chevrolet Sail, Toyota Etios

E	5.05	5.82	5.09	6.48	4cyl 1198cc	5M	87	109	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
S	5.74	6.56	5.79	7.38	4cyl 1198cc	5M	87	109	na	na	na	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
SX	6.09	7.12	6.14	8.02	4cyl 1198cc	5M	87	109	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	7/10
VX	6.68	7.78	6.73	8.48	4cyl 1198cc	5M	87	109	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
S AT	6.75	7.85	6.80	8.57	4cyl 1198cc	5A	87	109	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
VX AT	7.61	8.79	7.69	9.55	4cyl 1198cc	5A	87	109	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
EX i-DTEC	6.41	7.16	6.45	8.30	4cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
S i-DTEC	6.72	7.91	6.78	8.70	4cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
SX i-DTEC	6.97	8.19	7.03	9.20	4cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	7/10
VX i-DTEC	7.59	8.86	7.64	9.61	4cy l 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10

City: Looks like a facelift but its all-new underneath. Brings in more space, features and upmarket feel.

***TG Choice:* *V** gets you everything you would need and nothing you don't.*

L: 444cm **W:** 169.5cm **H:** 149.5cm **Boot:** 510L **Fuel Tank:** 40 litre, **Ground Clearance:** 165cm **Also try:** Skoda Rapid, VW Vento, Hyundai Verna, Maruti SX4

E	7.30	8.34	7.30	9.18	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
S	7.96	9.04	7.96	9.94	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	7/10
SV	8.52	9.63	8.51	10.64	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✓	✗	✓	✗	✓	✗	7/10
SV CVT	9.52	10.73	9.51	11.96	4cyl 1497cc	CVT	117	145	na	na	na	✓	✓	✓	✗	✓	✗	✓	✗	✓	✗	6/10
V	9.06	10.24	9.06	11.33	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	7/10
VX	10.01	11.27	10.01	12.58	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	7/10
VX CVT	11.06	12.76	11.07	13.87	4cyl 1497cc	CVT	117	145	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	6/10
E i-DTEC	8.76	9.82	8.77	10.83	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
S i-DTEC	9.39	10.53	9.40	11.61	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	7/10
SV i-DTEC	9.82	11.09	9.83	12.35	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✗	✓	✗	✓	✗	✓	✗	7/10
V i-DTEC	10.33	12.08	10.34	13.10	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	7/10
VX i-DTEC	11.29	13.18	11.29	14.29	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	7/10

Brio: A complete young family hatch, comes with an aggresive price tag.

TG Choice: *The **VX** should work well as it comes with all the features you'd want.*

L: 361cm **W:** 168cm **H:** 150cm **Boot:** Na **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Ford Figo, Chevrolet Beat, Maruti Ritz

E	4.10	4.71	4.11	5.26	4cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10

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TOPGEAR NEW CAR GUIDE

◀ Honda continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
EX	4.30	4.93	4.30	5.52	4cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
S	4.63	5.27	4.63	5.95	4cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
V	5.05	5.68	5.06	6.36	4cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✓	✗	✓	✗	✓	✓	✓	✗	7/10
VX	5.35	6.02	5.37	6.82	4cyl 1198cc	5M	87	109	na	na	16.5	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
VX AT	6.12	7.03	6.14	7.76	4cy l 1198cc	5A	87	109	na	na	16.5	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	8/10

CR-V: Suave, comfortable, handles well and has a great engine. It has a terrific image as well. *Build: Assembled*

TG Choice: *The **2L AT** is the pick of the lot, but where the hell is that diesel?*

L: 454.4cm **W:** 182cm **H:** 168.5cm **Boot:** na **Fuel Tank:** 58 litre, **Ground Clearance:** 17cm **Also try:** Chevrolet Captiva, Nissan X-Trail

2L MT	20.92	23.37	20.89	25.79	4cyl 1997cc	6M	154	190	na	11.44	9.15	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	6/10
2L AT	21.94	24.51	21.91	27.91	4cyl 1997cc	5A	154	190	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	6/10
2.4L AT AVN	25.10	28.04	23.56	30.60	4cyl 2354cc	5A	187	226	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	6/10

Jazz: Tons of space on offer. Very practical, very versatile, not as premium on the inside as the Elite i20.

TG Choice: *Buy the **VX Petrol,** for it comes with everything: 'Magic Seats' included.*

L: 395.5cm **W:** 169.4cm **H:** 154.4cm **Boot:** 354 litre **Fuel Tank:** 40 litre **Ground Clearance:** 16.5cm **Also try:** Hyundai Elite i20, VW Polo

E Petrol	5.4	5.31*	5.41	6.41	4cyl 1199cc	5M	90	110	na	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	7/10
S Petrol	6.05	5.94*	6.05	7.15	4cyl 1199cc	5M	90	110	na	na	na	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
SV Petrol	6.56	6.45*	6.56	7.75	4cyl 1199cc	5M	90	110	na	na	na	✓	✓	✓	✓	✓	✗	✓	✗	✓	✗	7/10
V Petrol	6.93	6.8*	6.93	8.16	4cyl 1199cc	5M	90	110	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◀)	7/10
VX Petrol	7.42	7.29*	7.42	8.73	4cyl 1199cc	5M	90	110	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◀)	7/10
S Petrol CVT	7.1	6.99*	7.1	8.38	4cyl 1199cc	CVT	90	110	na	na	na	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
V Petrol CVT	7.98	7.85*	7.98	9.39	4cyl 1199cc	CVT	90	110	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◀)	7/10
E Diesel	6.63	6.5*	6.63	7.94	4cyl 1498cc	6M	98	200	na	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	7/10
S Diesel	7.28	7.14*	7.28	8.71	4cyl 1498cc	6M	98	200	na	na	na	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
SV Diesel	7.79	7.65*	7.79	9.32	4cyl 1498cc	6M	98	200	na	na	na	✓	✓	✓	✓	✓	✗	✓	✗	✓	✗	7/10
V Diesel	8.26	8.1*	8.26	9.85	4cyl 1498cc	6M	98	200	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◀)	7/10
VX Diesel	8.75	8.59*	8.75	10.44	4cyl 1498cc	6M	98	200	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◀)	7/10

Mobilio: Honda's first shot at the budget MPV segment, the Mobilio sports a touch more design flair than the rest.

TG Choice: *The **S Diesel** is the one that has all the bases covered.*

L: 438cm **W:** 168cm **H:** 160.3cm **Boot:** Na **Fuel Tank:** 42 litre **Ground Clearance:** 18.9cm **Also try:** Maruti Ertiga, Chevrolet Enjoy

E	6.80	6.49*	6.83	8.26	4cyl 1497cc	5M	117	145	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	◀)	6/10
S	7.82	7.51*	7.85	9.50	4cyl 1497cc	5M	117	145	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	◀)	6/10
V	9.06	8.77*	9.06	10.98	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✗	✗	✓	✗	✓	✗	✓	◉	6/10
E Diesel	8.29	7.89*	8.25	10.16	4cyl 1498cc	5M	99	200	na	na	na	✗	✓	✗	✗	✗	✗	✓	✗	✗	◀)	7/10
S Diesel	9.01	8.60*	9.00	11.04	4cyl 1498cc	5M	99	200	na	na	na	✗	✓	✗	✗	✓	✗	✓	✗	✗	◀)	7/10
V Diesel	10.17	9.76*	10.18	12.53	4cyl 1498cc	5M	99	200	na	na	na	✓	✓	✗	✗	✓	✗	✓	✓	✓	◉	7/10
RS	11.39	10.86*	11.31	13.86	4cyl 1498cc	5M	99	200	na	na	na	✓	✓	✗	✗	✓	✗	✓	✓	✓	◉	7/10

HYUNDAI **Dealers** 240 **Warranty** 2yrs **Website** www.hyundai.co.in

Company description: *With the i10, i20 and the new Verna, their cars are actually scoring pretty high on the desirability quotient.*

TG Awards: ***Manufacturer of the Year 2015: Hyundai***
'Hyundai has reinforced its image as a manufacturer of feature-rich, value-for-money products'

Creta: A real rival to the Renault Duster. Could've been priced lower, but is still a sweet deal.

TG Choice: *The **SX+ 1.6 D Auto** is on the expensive side, but it offers a very good combination.*

L: 427cm **W:** 178cm **H:** 163cm **Boot:** na **Fuel Tank:** 45 litre **Ground Clearance:** 19cm **Also try:** Renault Duster, Nissan Terrano.

Base 1.6 P	8.74	8.59*	8.69	10.50	4cyl 1591cc	6M	121	151	na	na	na	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	8/10
S 1.6 P	9.74	9.57*	9.69	11.75	4cyl 1591cc	6M	121	151	na	na	na	✗	✓	✓	✗	✓	✗	✓	✗	✗	✗	8/10
SX+ 1.6 P	11.39	11.19*	11.34	13.7	4cyl 1591cc	6M	121	151	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	8/10
Base 1.4 D	9.63	9.46*	9.58	11.75	4cyl 1396cc	6M	88	220	na	na	na	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	8/10
S 1.4 D	10.6	10.42*	10.55	13.01	4cyl 1396cc	6M	88	220	na	na	na	✗	✓	✓	✗	✓	✗	✓	✗	✗	✗	8/10
S+ 1.4 D	11.65	11.45*	11.6	14.25	4cyl 1396cc	6M	88	220	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	◉	8/10
SX 1.6 D	11.8	11.59*	11.75	14.5	4cyl 1582cc	6M	126	260	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	8/10
SX+ 1.6 D	12.9	12.67*	12.85	15.8	4cyl 1582cc	6M	126	260	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	8/10
SX (O) 1.6 D	13.84	13.6*	13.79	16.93	4cyl 1582cc	6M	126	260	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	8/10
SX+ 1.6 D Auto	13.81	13.57*	13.76	16.92	4cyl 1582cc	6A	126	260	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	8/10

Eon: The Eon is an interesting little number. It has what you want from an entry-level city car, even if not in the best possible way.

TG Choice: ***Sportz*** *as it has all the features that a premium hatchback should get.*

L: 349.5cm **W:** 155cm **H:** 150cm **Boot:** 215 litre, **Fuel Tank:** 32 litre, **Ground Clearance:** 17 cm **Also try:** Chevrolet Spark, Maruti Alto

D-Lite	2.92	3.10	2.94	3.81	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
D-Lite +	3.22	3.40	3.23	4.15	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
Era +	3.37	3.60	3.38	4.31	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
Magna +	3.67	3.90	3.69	4.67	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✓	✗	5/10
Sportz	3.96	4.15	3.98	5.01	3cyl 814cc	5M	55	75	na	na	na	✓	✓	✓	✗	✓	✗	✓	✗	✓	✗	5/10
1.0 Magna	3.85	4.24	3.87	5.03	3cyl 998cc	5M	68	94	na	na	na	✓	✗	✓	✗	✓	✗	✓	✓	✓	✗	6/10

Elantra: Hyundai brings the Elantra back from the dead. Flamboyant and feature-rich. *Build: Assembled*

TG Choice: ***SX Auto*** *as it gets all the bells and whistles and the convenience of an auto 'box.*

L:453cm **W:** 177.5cm **H:** 147cm **Boot:** 420 litre, **Fuel Tank:** 56 litre, **Ground Clearance:** 15 cm **Also try:** Chevrolet Cruze, VW Jetta, Toyota Corolla Altis

1.8 S VTVT	12.92	14.39	12.92	16.12	4cyl 1797cc	6M	147	177	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✗	◉	6/10

Gadgets & Safety Guide ✓ Yes ✗ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Hyundai continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.8 SX VTVT	14.17	15.75	14.17	17.58	4cyl 1797cc	6M	147	177	na	na	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	◉	6/10
1.8 SX AT VTVT	15.19	16.89	15.19	18.76	4cyl 1797cc	6A	147	177	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	6/10
1.6 L CRDi	13.32	15.15	13.33	16.96	4cyl 1582cc	6M	126	260	na	10.34	13.6	✔	✔	✔	✔	✱	✖	✔	✔	✖	🔊	6/10
1.6 S CRDi	14.07	15.96	14.07	17.84	4cyl 1582cc	6M	126	260	na	10.34	13.6	✔	✔	✔	✔	✱	✖	✔	✔	✔	◉	6/10
1.6 SX CRDi	15.30	17.44	15.30	19.29	4cyl 1582cc	6M	126	260	na	10.34	13.6	✔	✔	✔	✔	✱	✖	✔	✔	✔	◉	6/10
1.6 SX AT CRDi	16.32	18.55	16.32	20.50	4cyl 1582cc	6A	126	260	190	11.37	12.2	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	6/10

Elite i20: The brand-new i20 is as good as most others in its class. A premium hatch in the truest sense of the term.

TG Choice: *The **Asta 1.4 D** makes for a good value for money offering considering it's a big diesel hatchback with lots of goodies.*

L: 398.5cm **W:** 173.4cm **H:** 150.5cm **Boot:** 295 litre **Fuel Tank:** 45 litre, **Ground Clearance:** 17cm **Also try:** VW Polo, Maruti Suzuki Swift.

Era 1.2 P	4.98	4.90*	4.98	6.61	4cyl 1197cc	5M	82	115	na	na	na	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	7/10
Magna 1.2 P	5.51	5.42*	5.51	7.25	4cyl 1197cc	5M	82	115	na	15.5	na	✖	✖	✔	✖	✱	✖	✔	✖	✖	✖	7/10
Sportz 1.2 P	6.04	5.94*	6.04	7.89	4cyl 1197cc	5M	82	115	na	15.5	na	✔	✔	✔	✔	✱	✖	✔	✖	✔	◉	7/10
Sportz (O) 1.2 P	6.36	6.25*	6.36	8.27	4cyl 1396cc	5M	82	115	na	11.91	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	◉	7/10
Asta 1.2 P	6.58	6.47*	6.58	8.54	4cyl 1396cc	5M	82	115	na	11.91	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	◉	7/10
Era 1.4 D	6.20	6.10*	6.20	8.16	4cyl 1396cc	6M	89	220	na	11.91	na	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	7/10
Magna 1.4 D	6.73	6.62*	6.73	8.81	4cyl 1396cc	6M	89	220	na	13.1	na	✖	✖	✔	✖	✱	✖	✔	✖	✖	✖	7/10
Sportz 1.4 D	7.26	7.14*	7.26	9.46	4cyl 1396cc	6M	89	220	na	11.91	na	✔	✔	✔	✔	✱	✖	✔	✖	✔	◉	7/10
Sportz (O) 1.4 D	7.58	7.45*	7.58	9.85	4cyl 1396cc	6M	89	220	na	na	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	◉	7/10
Asta 1.4 D	7.80	7.67*	7.80	10.12	4cyl 1396cc	6M	89	220	na	na	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	◉	7/10
Active 1.2 S P	7.80	7.67*	7.80	8.83	4cyl 1197cc	5M	82	115	na	na	na	✔	✔	✔	✖	✱	✖	✔	✔	✔	◉	8/10
Active 1.4 SX D	7.80	7.67*	7.80	11.13	4cyl 1396cc	6M	89	220	na	na	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	◉	8/10

Grand i10: Hyundai finds and fills a gap between the i10 and the i20, and this one fits the bill perfectly.

TG Choice: *The **Asta (O)** has some features that no other hatchback in the country gets.*

L: 376.5cm **W:** 166cm **H:** 152cm **Boot:** 235 litre **Fuel Tank:** 43 litre, **Ground Clearance:** na **Also try:** Maruti Swift, Nissan Micra.

Era	4.41	4.33*	4.41	5.82	4cyl 1197cc	5M	82	114	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
Era D	5.36	5.27*	5.36	7.03	3cyl 1120cc	5M	71	180	na	15.94	16.3	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
Magna	4.61	4.53*	4.61	6.05	4cyl 1197cc	5M	82	114	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✔	✖	7/10
Magna D	5.56	5.46*	5.56	7.26	3cyl 1120cc	5M	71	180	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✔	✖	7/10
Sportz	5.01	4.92*	5.01	6.51	4cyl 1197cc	5M	82	114	na	na	na	✖	✖	✔	✖	✔	✖	✔	✖	✔	🔊	7/10
Sportz D	5.96	5.86*	5.96	7.74	3cyl 1120cc	5M	71	180	na	na	na	✖	✖	✔	✖	✔	✖	✔	✖	✔	🔊	7/10
Asta (O)	5.61	5.51*	5.61	7.21	4cyl 1197cc	5M	82	114	na	na	na	⊖	⊖	✔	✖	✱	✖	✔	✖	✔	🔊	7/10
Asta D	6.56	6.45*	6.56	8.06	3cyl 1120cc	5M	71	180	na	na	na	⊖	⊖	✔	✖	✱	✖	✔	✖	✔	🔊	7/10

i10: Another excellent compact hatch from Hyundai. Massively practical, very sophisticated for such a small car.

TG Choice: *The **Magna 1.2** has the best combination of equipment and price*

L: 358.5cm **W:** 159.5cm **H:** 155cm **Boot:** 235litre **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Chevrolet Spark, Maruti Suzuki Wagon R, Datson Go

Era	4.19	4.49	4.20	5.14	4cyl 1086cc	5M	66	99	140	15.5	14	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
Magna	4.35	4.65	4.35	5.41	4cyl 1086cc	5M	66	99	140	15.5	14	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
Sportz	5.15	5.15	5.15	5.76	4cyl 1086cc	5M	66	99	na	na	na	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	6/10

Santa Fe: Hyundai takes the fight to Honda CR-V's door step. Also comes with diesel engine. *Build: Assembled*

TG Choice: *Go the whole hog and get the **4x4** and it's not that expensive either*

L: 469cm **W:** 188cm **H:** 169cm **Boot:** 969litre **Fuel Tank:** 64 litre, **Ground Clearance:** 18.5cm **Also try:** Honda CR-V, Renault Koleos

2WD MT	25.51	25.08*	25.51	33.33	4cyl 2199cc	6M	194	421	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
2WD AT	26.34	25.89*	26.34	34.81	4cyl 2199cc	6A	194	436	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
4WD AT	28.37	27.89*	28.38	37.36	4cyl 2199cc	6A	194	436	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10

4S Verna: Hyundai's champion mid-size warrior. Now with the power of four Ses

TG Choice: *The **Diesel manual** gives the best combination of power and economy. The Auto's nice in the city, though*

L: 437cm **W:** 170cm **H:** 145.7cm **Boot:** 465 litre **Fuel Tank:** 43 litre, **Ground Clearance:** Na **Also try:** Ford Fiesta, Honda City, VW Vento, Fiat Linea, Maruti SX4.

1.4 VTVT	7.36	7.99	7.36	9.43	4cyl 1396cc	5M	105	135	na	na	na	✖	✖	✔	✖	✔	✖	✔	✖	✔	✖	7/10
1.6 VTVT	8.30	8.85	8.30	10.77	4cyl 1591cc	5M	121	155	na	na	na	✔	✔	✔	✔	✱	✖	✔	✖	✔	◉	7/10
1.6 SX VTVT	9.50	10.33	9.50	12.60	4cyl 1591cc	5M	121	155	na	11.4	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	◉	7/10
1.6 S (O) VTVT AT	10.02	11.09	10.02	12.36	4cyl 1591cc	4A	121	155	na	11.4	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10

Buyers Guide continued ▶

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TOPGEAR NEW CAR GUIDE

◀ Hyundai continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.4 CRDi	8.62	9.55	9.40	11.04	4cyl 1396cc	6M	89	220	na	na	na	✗	✗	✓	✗	✓	✗	✓	✗	✓	✗	7/10
1.6 CRDi	8.29	10.65	9.66	12.63	4cyl 1582cc	6M	126	260	na	11.07	na	✓	✓	✓	✓	✓	✗	✓	✗	✓	◉	7/10
1.6 SX CRDi	10.87	11.21	10.87	14.39	4cyl 1582cc	6M	126	260	na	11.07	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	7/10
1.6 SX (O) CRDi AT	11.61	13.15	11.61	15.27	4cyl 1582cc	4A	126	260	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10

Xcent: Hyundai has a go at the under-four metre sedan segment with the weirdly-named Xcent.

TG Choice: 1.2 SX (O) *boasts of a smooth engine, a good gearbox, and it has all the features that you'd ever need.*

L: 399.5cm **W:** 166cm **H:** 152cm **Boot:** 470 litre **Fuel Tank:** na litre, **Ground Clearance:** na **Also try:** Maruti DZire, Honda Amaze

1.2 Kappa Base	4.69	4.69*	4.75	6.28	4cyl1197cc	5M	82	114	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
1.2 Kappa S	5.36	5.35*	5.42	7.08	4cyl1197cc	5M	82	114	na	na	na	✗	⊖	✓	✗	✓	✗	✓	⊖	✓	🔊	7/10
1.2 Kappa SX (O)	6.54	6.47*	6.59	8.50	4cyl1197cc	5M	82	114	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	7/10
1.2 Kappa SX (O) AT	7.27	7.22*	7.32	9.34	4cyl1197cc	4A	82	114	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	7/10
1.1 CRDi Base	5.64	5.60*	5.70	7.51	3cyl1197cc	5M	71	180	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
1.1 CRDi S	6.32	6.26*	6.37	8.34	3cyl1197cc	5M	71	180	na	na	na	✗	⊖	✓	✗	✓	✗	✓	⊖	✓	🔊	7/10
1.1 CRDi SX (O)	7.49	7.41*	7.55	9.78	3cyl1197cc	5M	71	180	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◉	7/10

ISUZU **Dealers** 23 **Warranty** na **Website** na

Company description: *Known for their low-cost, reliable diesel engines. Full local manufacture begins in 2015.*

TG Awards: **-**

MU-7: Think Fortuner, but not from Toyota. Lots of space and brute force.

Build: Assembled

TG Choice: *They are importing it. So, there is only one option.*

L: 495.5cm **W:** 180.0cm **H:** 180.5cm **Boot:** na **Fuel Tank:** 76 litre, **Ground Clearance:** 21cm **Also try:** Toyota Fortuner

MU-7 High	22.31	21.95*	22.25	27.05	4cyl 2999cc	5M	161	360	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	✓	◉	6/10
Automatic	na	na	na	28.06	4cyl 2999cc	4A	161	360	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	✓	◉	-

JAGUAR **Dealers** 5 **Warranty** na **Website** www.Jaguar.in

Company description: *Turning out brilliant driver's cars. The XF is lovely, and the new engines are as good as anything out there.*

TG Awards: ***Entertainer of the year 2015: F-Type R Coupe***
'It's the car that has brought Jaguar back'

XJ: British engineering at its finest, good option for buyers looking for a big non-German luxury sedan.

Build: Assembled

TG Choice: *The **3.0L Diesel** as this car is more about luxury than sheer power.*

L: 525cm **W:** 210cm **H:** 145.7cm **Boot:** 520 litre **Fuel Tank:** 82 litre, **Ground Clearance:** NA **Also try:** BMW 7-Series, Audi A8, Mercedes-Benz S-Class.

3.0L Diesel Premium	96.49	94.8*	94.15	94.26*	6cyl 2993cc	8A	271	600	230	6.6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	8/10
2.0L Petrol Portfolio	97.67	95.97	na	95.42*	4cyl 1999cc	8A	237	340	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	-
3.0L Diesel Portfolio	104	102	na	101*	6cyl 2993cc	8A	271	600	230	6.6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	-

XF: This model has brought Jag to the same level as its German counterparts. It drives as good as it looks.

Build: Assembled

TG Choice: *The **R 5.0** for those rare moments when you get to use all that power.*

L: 496cm **W:** 187.7cm **H:** 146cm **Boot:** 500 litre **Fuel Tank:** 70 litre, **Ground Clearance:** NA **Also try:** BMW 5-Series, Audi A6, Mercedes-Benz E-Class

2.2 D Luxury	51.44	50.54	na	50.01*	4cyl 2179cc	8A	188	450	250	9.31	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10
3.0L D	59.90	58.86	65.77	58.32*	6cyl 2993cc	8A	272	600	250	7.1	7.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	8/10
2.0 P	51.12	50.23	na	49.69*	4cyl 1999cc	8A	237	340	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10

XK: Recently face-lifted and the new engines make things better with the R version getting staggeringly fast.

Build: Import

TG Choice: *Definitely the **Convertible** for that perfect pleasure drive.*

L: 539cm **W:** 212.5cm **H:** 131.2-132.9cm **Boot:** 374 litres **Fuel Tank:** 96 litres, **Ground Clearance:** NA **Also try:** Mercedes SL, Porsche 911

5.0L	94.18	100.4	95.39	150	8cyl 5000cc	6A	503	625	250	4.8	5.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10
5.0L Convertible	99.9	104.6	101.2	159	8cyl 5000cc	6A	503	625	250	4.8	5.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10
XKR-S	na	na	na	205	8cyl 5000cc	6A	543	680	300	4.4	5	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	8/10

F-Type: The F-Type continues the legacy of the E-Type, never mind the 50 year break between the two.

Build: Import

TG Choice: *Go for the **V8** only for the sound. Don't forget to tick the Sport exhaust on the feature list.*

L: 447cm **W:** 192 cm **H:** 130.8-132.1cm **Boot:** 200 litres **Fuel Tank:** 72 litres, **Ground Clearance:** NA **Also try:** Mercedes SL, Porsche 911

V8 S Convertible	182	179*	181	179*	8cyl 5000cc	8A	488	625	250	4.19	5.35	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10
R Coupe	190	186*	na	186*	8cyl 5000cc	8A	542	680	na	4.2	4.45	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10

LAMBORGHINI **Dealers** 1 **Warranty** na **Website** www.lamborghini.com

Company description: *Audi-owned Lambo is firing on all cylinders, with its strongest model range yet and enough attitude to keep devotees happy.*

TG Awards: ***Supercar of the Year 2015: Lamborghini Huracan***
'Lambo's engineers have, in every way, bettered what they are replacing'

Aventador: Stays true to its illustrious supercar heritage. Brute force meets top-notch luxury.

Build: Import

TG Choice: *Depends on whether you care about your hairdo or not.*

L: 434.5cm **W:** 190cm **H:** 113.6cm **Boot:** na **Fuel Tank:** 90 litres, **Ground Clearance:** NA **Also try:** Riding a bull, Ferrari 599 GTB

LP700-4	na	370*	na	485*	12cyl 6500cc	7A	691	690	350	2.9	4.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	9/10
LP700-4 Roadster	na	477*	na	na	12cyl 6500cc	7A	691	690	350	3.0	4.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	9/10

Gadgets & Safety Guide ✓ Yes ✗ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Lamborghini continued

Huracan: The successor to the hugely-popular Gallardo, the new baby Lambo packs an incredible punch. *Build: Import*

TG Choice: *LP610-4 is the only one available, and we're not complaining.*

L: 434.5cm **W:** 190cm **H:** 116.5cm **Boot:** na **Fuel Tank:** 90 litres, **Ground Clearance:** NA **Also try:** Audi R8, Ferrari 458 Italia

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LP610-4	na	343*	na	na	10cyl 5204cc	7A	602	540	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10

LAND ROVER **Dealers** 4 **Warranty** na **Website** www.landrover.com

Company description: *Builder of the best 4x4 by far? An old advertising slogan that's now coming true with the latest range of Landies.*

TG Awards: ***Luxury Car of the Year 2014: Range Rover Sport*** 'The RR shuts out the world on the other side of the glass, no matter what terrain you're on'

Discovery 4: Thirsty but rather good-looking and fantastic all-round. *Build: Import*

TG Choice: *The **3.0** as there are no options available.*

L: 483cm **W:** 200.9cm **H:** 183.7cm **Boot:** 535 litres **Fuel Tank:** 84 litres, **Ground Clearance:** 18.5cm **Also try:** Mercedes-Benz M-Class, Volvo XC90, BMW X5

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Discovery 4 3.0 HSE	121	119*	63.14	119*	6cyl 2993cc	6A	245	600	180	8.99	6.7	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	9/10

Evoque: If looks could kill, the Range Rover Evoque would be a serial killer. *Build: Import*

TG Choice: *The **Dynamic** as it is a proper five-door and has a decently efficient engine.*

L: 435.5cm **W:** 212cm **H:** 160.5-163.5cm **Boot:** na **Fuel Tank:** na **Ground Clearance:** na **Also try:** Mercedes-Benz M-Class, Volvo XC60, BMW X5

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Pure	60.54	59.48*	45.75	48.73*	4cyl 2179cc	9A	188	420	na	9.8	10.5	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
Prestige	69	67.80*	52.95	56.21*	4cyl 2179cc	9A	188	420	na	9.8	10.5	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
Dynamic	68.69	67.49*	52.01	52.40*	4cyl 2179cc	9A	188	420	na	9.8	10.5	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
Dynamic Si4 (Coupe)	57.17	67.1	57.95	81.91	4cyl 1999cc	9A	238	340	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10

Freelander 2: Your first ascent up the true blue off-roading hill. *Build: Assembled*

TG Choice: *The **2.2d HSE** as this might be a crossover but can still handle off-road very well.*

L: 450 cm **W:** 219.5 cm **H:** 174cm **Boot:** 755 litres **Fuel Tank:** 68 litres, **Ground Clearance:** 21cm **Also try:** BMW X3, Audi Q5, Volvo XC60

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
2.2d SE	46.23	45.42*	na	44.87*	4cyl 2179cc	6A	150	420	179	10.69	11.5	✔	✔	✔	✔	✱	✖	✔	✔	✔	◉	7/10
2.2d HSE	51.92	51.01*	na	50.46*	4cyl 2179cc	6A	190	420	181	9.76	8.9	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10

Range Rover: Still the Rolls-Royce of the SUVs. Now, in a much lighter avatar, with a much heavier price tag. *Build: Import*

TG Choice: ***4.4L SDV8 Autobiography,*** *as you get loads of torque to play with and all the gizmos under the sun.*

L: 499.9cm **W:** 207.3cm **H:** 183.5cm **Boot:** na **Fuel Tank:** 105 litres, **Ground Clearance:** na **Also try:** Audi Q7, Mercedes GL Class, BMW X5, Porsche Cayenne

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
3.0 TDV6	184	181	na	181*	6cyl 2993cc	8A	244	600	215	7.9	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10
4.4 L SDV8 Vogue LWB	260	256*	na	256*	8cyl 4367cc	8A	335	740	215	7.21	8.4	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10
4.4 SDV8 Autobiography LWB	271	266*	na	266*	8cyl 4367cc	8A	335	740	215	7.21	8.4	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10
5.0L V8 Supercharged	279	274*	na	274*	8cyl 4999cc	8A	503	625	230	5.4	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10

Range Rover Sport: Rangie's smaller, sportier brother – more practical and clever, but not quite as charming. *Build: Import*

TG Choice: *The **5.0L Supercharged** to smoke the other cars between red-light drag races.*

L: 479cm **W:** 193cm **H:** 178cm **Boot:** na **Fuel Tank:** 84 litres, **Ground Clearance:** 22.7cm **Also try:** Audi Q7, Mercedes-Benz GL-Class

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
3.0L SDV6 HSE	153	150*	na	150*	6cyl 2993cc	8A	288	600	208	8.6	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10
5.0L V8 Supercharged	177	173*	na	173*	8cyl 4999cc	8A	503	680	222	7.4	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	9/10

MAHINDRA **Dealers** 150 **Warranty** 1 year, unlimited km **Website** www.mahindra.com

Company description: *Crossed the fence from crude to refined. They do look intent on making it big on the world stage over the decade.*

TG Awards: ***People's SUV of the Year 2015: Scorpio*** 'The third-generation Scorpio is a marked improvement over the car it replaces and looks set to continue Mahindra's sweet SUV run'

Bolero: Dinosaur bones, but surprisingly competent. Cheap, rugged, but cramped.

TG Choice: *The **SLE** as economy works best on a utility vehicle.*

L: 410.7cm **W:** 174.5cm **H:** 188cm **Boot:** na **Fuel Tank:** 50 litres, **Ground Clearance:** 18cm **Also try:** Tata Sumo Victa

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
SLE	6.99	7.06	6.88	8.62	4cyl 2523cc	5M	63	195	132	27.6	11.5	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
SLX	7.50	7.58	7.38	9.25	4cyl 2523cc	5M	63	195	132	27.6	11.5	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	3/10
ZLX	7.66	7.75	6.54	9.44	4cyl 2523cc	5M	63	195	132	27.6	11.5	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	3/10

Buyers Guide continued ▶

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TOPGEAR NEW CAR GUIDE

◀ Mahindra continued

e2o: If you're the kind who loves the Arctic icebergs and is concerned about global warming, this one is for you.

TG Choice: *The **T2** as it has space-age toys to play with.*

L: 328cm **W:** 151cm **H:** 156cm **Boot:** na **Fuel Tank:** na, **Ground Clearance:** 18cm **Also try:** Trikke

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
T01	na	6.44	4.99	5.33	3-phase DC	AT	25	53	80	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	5/10
T2	na	6.75	5.55	6.30	3-phase DC	AT	25	53	80	na	na	✗	✗	✓	✗	✓	✗	✓	✗	✗	◉	5/10

Quanto: Based on the Ingenio platform, the Quanto is the Xylo's baby-brother. Still ferries seven, albeit at a pinch.

TG Choice: *The **C8** as it gets all the goodies that you'd want in your compact SUV.*

L: na **W:** na **H:** na **Boot:** na **Fuel Tank:** 55 litres, **Ground Clearance:** 18cm **Also try:** Premier Rio

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
C2	6.42	5.99*	6.38	7.90	3cyl 1493cc	5M	100	240	145	15.36	13.7	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
C4	6.95	6.53*	6.92	8.55	3cyl 1493cc	5M	100	240	145	15.36	13.7	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	6/10
C6	7.40	7.05*	7.37	9.10	3cyl 1493cc	5M	100	240	145	15.36	13.7	✗	✓	✓	✗	✓	✗	✓	✗	✓	✗	6/10
C8	7.90	7.57*	7.87	9.70	3cyl 1493cc	5M	100	240	145	15.36	13.7	✓	✓	✓	✗	✓	✗	✓	✓	✓	🔊	6/10

Scorpio: Ever-improving SUV offers great value, excellent practicality for India and now-decent road manners. Top car.

TG Choice: *The **S8** as it provides good value for money.*

L: 443cm **W:** 181.7cm **H:** 197.5cm **Boot:** na **Fuel Tank:** 60 litres **Ground Clearance:** 18cm **Also try:** Tata Sumo Grande, Tata Safari Storme

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
S2	8.43	8.40*	8.30	10.1	4cyl 2523cc	5M	75	200	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	-
S4	9.07	8.99*	8.95	10.87	4cyl 2179cc	5M	120	280	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
S6	10.15	10.15*	10.14	12.43	4cyl 2179cc	5M	120	280	na	na	na	✗	✓	✓	✗	✓	✗	✓	✗	✗	✗	7/10
S6+	10.43	10.43*	10.43	10.04*	4cyl 2179cc	5M	120	280	na	na	na	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	7/10
S8	11.40	11.32*	11.28	13.77	4cyl 2179cc	5M	120	280	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	🔊	7/10
S10	12.04	11.95*	11.92	14.53	4cyl 2179cc	5M	120	280	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	🔊	7/10
S10 4x2 Auto	13.24	13.13*	13.12	15.86	4cyl 2179cc	6A	120	280	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	🔊	7/10
S10 4x4 Auto	14.47	14.32*	14.34	17.3	4cyl 2179cc	6A	120	280	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	🔊	7/10

Thar: Old-school SUV with a go-anywhere attitude.

TG Choice: *No choices, but it now comes with an aircon.*

L: 392cm **W:** 172.6cm **H:** 193cm **Boot:** na **Fuel Tank:** 60 litres **Ground Clearance:** 21cm **Also try:** Force Gurkha

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
CRDe	8.31	8.25*	8.29	9.78	4cyl 2498cc	5M	105	247	138	15.2	na	✗	✗	✗	✗	✗	✓	✗	✓	✗	✗	5/10

Verito: Spacious, solid and a super ride. To top that, it comes with mouth-watering price tags.

TG Choice: *The **1.5 D2** has a good diesel engine, which is low on maintenance and easy on the pocket.*

L: 424.7cm **W:** 174cm **H:** 154cm **Boot:** 510 litres **Fuel Tank:** 50 litres, **Ground Clearance:** 17.2cm **Also try:** Maruti Suzuki Swift DZire, Tata Indigo

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.5 D2	6.44	6.33	6.39	7.77	4cyl 1461cc	5M	65	160	165	17.4	18.9	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	6/10
1.5 D6	7.35	7.45	7.29	8.84	4cyl 1461cc	5M	65	160	165	17.4	18.9	✗	✓	✓	✗	✗	✓	✓	✗	✓	✗	6/10

Verito Vibe: A Verito minus the boot. But don't mistake it for a hatch, it's a super-compact sedan with 330litres of boot space.

TG Choice: *The **1.5 D2** has a good diesel engine and easy on the pocket.*

L: 399cm **W:** 174cm **H:** 154cm **Boot:** 330 litres **Fuel Tank:** 50 litres, **Ground Clearance:** 17.2cm **Also try:** VW Polo, Maruti Swift

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D2	5.73	5.69*	5.68	6.88	4cyl 1461cc	5M	64	160	na	na	na	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	5/10
D4	6.00	5.95*	5.94	7.19	4cyl 1461cc	5M	64	160	na	na	na	✗	✗	✓	✗	✗	✓	✓	✗	✓	✗	5/10
D6	6.60	6.55*	6.54	7.95	4cyl 1461cc	5M	64	160	na	16.57	14	✗	✗	✓	✗	✗	✓	✓	✗	✓	✗	5/10

XUV 500: Its heart is in the right place, but the dynamic chinks need ironing out.

TG Choice: ***W8 AWD*** *as it comes with feature list that runs in to multiple pages and it manages to do that at a mind-blowing price tag.*

L: 450cm **W:** 185cm **H:** 178.5cm **Boot:** na **Fuel Tank:** 55 litres, **Ground Clearance:** 18.6cm **Also try:** Tata Aria, Tata Safari Storme

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
W4	11.34	11.20*	11.34	11.12*	4cyl 2179cc	6M	140	330	190	12.3	11	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	7/10
W6	12.54	12.47*	12.55	12.30*	4cyl 2179cc	6M	140	330	190	12.3	11	✓	✓	✓	✓	✓	✗	✓	✗	✓	🔊	7/10
W8	14.27	14.17*	14.27	14*	4cyl 2179cc	6M	140	330	190	12.3	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	🔊	7/10
W8 AWD	15.14	14.99*	15.14	14.84*	4cyl 2179cc	6M	140	330	180	13.1	10.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	🔊	7/10
W10	15.10	14.99*	15.10	14.82*	4cyl 2179cc	6M	140	330	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10
W10 AWD	16.15	15.99*	16.15	15.84*	4cyl 2179cc	6M	140	330	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10

Xylo: Innova-slayer with the sedan market in sight. Big, spacious and value-for-money

TG Choice: ***D2*** *as it will be more of a people mover than your personal set of wheels.*

L: 450cm **W:** 185cm **H:** na **Boot:** na **Fuel Tank:** 55 litres, **Ground Clearance:** 18.6cm **Also try:** Toyota Innova, Tata Sumo Victa

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D2	7.81	8.43	7.77	9.51	4cyl 2489cc	5M	95	220	155	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
D4	8.24	9.11	8.19	10	4cyl 2489cc	5M	95	220	155	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
H4	8.38	9.74	8.43	10.55	4cyl 2179cc	5M	122	280	155	15.2	na	✗	✗	✗	✗	✓	✗	✓	✗	✓	✗	6/10
H8	9.49	10.21	9.56	12.14	4cyl 2179cc	5M	122	280	155	15.2	na	✗	✓	✓	✗	✓	✗	✓	✗	✓	🔊	6/10
H9	10.86	12.06	10.82	13.62	4cyl 2179cc	5M	122	280	155	15.2	na	✓	✓	✓	✗	✓	✓	✓	✓	✓	🔊	6/10

MARUTI SUZUKI **Dealers** 1127 **Warranty** 2 **Website** www.marutisuzuki.com

Company description: *A brand most Indians trust more than they do their spouses. And for good reason. Cars are good. Service and support, brilliant.*

TG Awards: ***Idea of the year 2015: Alto K10 AGS***
'With the addition of the automated manual, the K10 is as easy to use as a Nokia 3310.'

Alto 800: Maruti's idea of cheap transportation. Gets the tried-and-tested engine and Alto's platform

TG Choice: *The **LXi** as power steering and air-con is a must in the city.*

L: 339.5cm **W:** 147.5cm **H:** 147.5cm **Boot:** 117 litre **Fuel Tank:** 35 litres, **Ground Clearance:** 16cm **Also try:** Tata Nano, Chevrolet Spark, Hyundai Eon

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Std	2.62	2.49	2.65	2.70	3cyl 796cc	5M	47	69	na	18	16	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10

Gadgets & Safety Guide ✓ Yes ✗ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Maruti Suzuki continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LX	2.99	2.86	3.02	3.08	3cyl 796cc	5M	47	69	na	18	16	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
LXi	3.21	3.08	3.25	3.31	3cyl 796cc	5M	47	69	na	18	16	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10

Alto K10: New engine and transmission mean you can say 'Alto' and 'performance' in the same sentence.

TG Choice: *The **VXi** gives good bang for your buck.*

L: 354.5cm **W:** 151.5cm **H:** 147.5cm **Boot:** na **Fuel Tank:** 35 litres, **Ground Clearance:** 16cm **Also try:** Hyundai Eon

LXi	3.47	3.33	3.51	3.57	3cyl 998cc	5M	67	90	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	7/10
VXI	3.64	3.50	3.68	3.74	3cyl 998cc	5M	67	90	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	7/10
VXi AGS	4.14	3.99	4.18	4.26	3cyl 998cc	5A	67	90	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	7/10

Ciaz: Maruti's answer to the Citys and the Vernas of the world. Available in petrol and diesel, manual and automatic guises.

TG Choice: *The **VDi +** is a very well-equipped variant, at a very reasonable price.*

L: 449cm **W:** 173cm **H:** 148.5cm **Boot:** 510 litre **Fuel Tank:** 43 litres, **Ground Clearance:** 17cm **Also try:** Hyundai Verna, Honda City, Volkswagen Vento

VXi	7.58	7.17	7.54	7.65	4cyl 1373cc	5M	91	130	na	na	na	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
ZXi	8.88	8.45	8.84	8.95	4cyl 1373cc	5M	91	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10
ZXi AT	9.98	9.58	9.99	10.14	4cyl 1373cc	4A	91	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10
VDi	8.68	8.25	8.64	8.78	4cyl 1248cc	5M	89	200	na	na	na	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
VDi +	9.29	8.85	9.25	9.41	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✓	✓	✗	✓	✗	✓	🔊	7/10
ZDi (O)	10.51	10.05	10.47	10.63	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10

Celerio: Another no-frills commuter from Maruti. But there's a pleasant surprise this time – an automated manual gearbox.

TG Choice: *The **VXi AGS** will, in most cases, be your first time with an auto. And now, there's a diesel, too.*

L: 360cm **W:** 160cm **H:** 156cm **Boot:** 235 litre **Fuel Tank:** 35 litres, **Ground Clearance:** 16.5cm **Also try:** Hyundai Grand i10

LXI	4.01	3.90	4.03	4.10	3cyl 998cc	5M	67	90	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	7/10
LXI AGS	4.52	4.40	4.53	4.63	3cyl 998cc	5A	67	90	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	7/10
VXI	4.27	4.20	4.32	4.42	3cyl 998cc	5M	67	90	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	7/10
VXI AGS	4.78	4.70	4.83	4.94	3cyl 998cc	5A	67	90	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	7/10
ZXI	4.58	4.50	4.63	4.73	3cyl 998cc	5M	67	90	na	na	na	✗	✗	✗	✗	✓	✗	✓	✓	✓	✗	7/10
ZXI (O)	5.05	4.96	5.10	5.21	3cyl 998cc	5A	67	90	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
LDI	4.78	4.65*	4.79	5.72	2cyl 793cc	5M	48	125	na	na	na	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	7/10
VDI	5.04	4.95*	5.09	6.07	2cyl 793cc	5M	48	125	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	7/10
ZDI	5.34	5.25*	5.39	6.43	2cyl 793cc	5M	48	125	na	na	na	✗	✗	✗	✗	✓	✗	✓	✓	✓	✗	7/10
ZDI (O)	5.81	5.71*	5.86	6.98	2cyl 793cc	5M	48	125	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10

Eeco: Don't let the marketing gimmick fool you. The Eeco is a stripped-down Versa at a rock-bottom price.

TG Choice: ***5STR AC**, you deserve to be treated like royalty.*

L: 367.5 cm **W:** 174 cm **H:** 180cm **Boot:** 147.5 litres **Fuel Tank:** 40 litres, **Ground Clearance:** 16cm **Also try:** Watching the IPL instead on a dull evening

5 STR AC	3.73	3.12	3.69	3.67	4cyl 1196cc	5M	73	101	na	na	na	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	3/10
7 STR	3.59	na	3.56	3.54	4cyl 1196cc	5M	73	101	na	na	na	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	3/10

Ertiga: Maruti jumps on the people-mover bandwagon with the Ertiga. Drives like a car, seats seven and it's compact.

TG Choice: *The **ZXi**. as it's actually fun to drive, perfect for those spirited white-van drivers.*

L: 426.5 cm **W:** 169.5 cm **H:** 168.5cm **Boot:** na **Fuel Tank:** 45 litres, **Ground Clearance:** 18.5cm **Also try:** Mahindra Xylo, Toyota Innova

LXi	6.45	5.99	6.42	6.45	4cyl 1373cc	5M	94	130	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	7/10
VXi	7.17	6.79	7.13	7.19	4cyl 1373cc	5M	94	130	na	na	na	✗	▬	✓	✗	✓	✗	✓	✗	✓	✗	7/10
ZXi	7.99	7.59	7.95	8.00	4cyl 1373cc	5M	94	130	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
LDi	7.85	7.41	7.82	7.90	4cyl 1248cc	5M	88	200	165	12.7	13.5	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	7/10
VDi	8.51	8.06	8.47	8.57	4cyl 1248cc	5M	88	200	165	12.7	13.5	✗	▬	✓	✗	✓	✗	✓	✗	✓	✗	7/10
ZDi	9.18	8.72	9.14	9.23	4cyl 1248cc	5M	88	200	165	12.7	13.5	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10

Ritz: If there's ever a fill-it-shut-it-forget-it car, this is it.

TG Choice: *The **VDi** . As there is no ZDi variant for the Ritz.*

L: 371.5cm **W:** 168cm **H:** 162cm **Boot:** 178 litre **Fuel Tank:** 43 litres, **Ground Clearance:** 17cm **Also try:** Ford Figo, Chevrolet Beat

LXi	4.57	4.38	4.58	4.67	4cyl 1198cc	5M	85	113	na	13.8	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	5/10
VXi	4.93	4.78	4.95	5.04	4cyl 1198cc	5M	85	113	na	13.8	na	✗	▬	✓	✗	✗	✓	✓	✗	✓	✗	5/10
ZXi	5.56	5.38	5.60	5.70	4cyl 1198cc	5M	85	113	na	13.8	na	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	5/10
LDi	5.65	5.46	5.65	5.73	4cyl 1248cc	5M	74	190	na	14.6	16	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	5/10
VDi	5.99	5.79	5.83	6.07	4cyl 1248cc	5M	74	190	na	14.6	16	✗	▬	✓	✗	✗	✓	✓	✗	✓	✗	5/10

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MARUTI SUZUKI TO MERCEDES-BENZ

TOPGEAR
NEW CAR GUIDE

◀ Maruti Suzuki continued

NEW ENTRY

S-Cross

Another attempt at going upscale, is how you can sum up what Maruti's new crossover really is

This Maruti, for a change, isn't reasonably priced, and for a reason: Maruti didn't want it look anything but premium. That said, it does feel the part. The insides are posher than anything Maruti has ever come up with, the 1.6 diesel engine is a superb unit, there's plenty of space, and then there are the swish Nexa showrooms that'll sell it. All out, goes MS.

S-Cross: Nexa's first baby is a chunky crossover that packs a punch, but may just be too expensive for its own good.

TG Choice: *The Alpha, as it offers all the stuff you'd want.*

L: 430cm **W:** 176.5cm **H:** 159cm **Boot:** 353 litre **Fuel Tank:** 48 litres **Ground Clearance:** 17cm **Also try:** Hyundai Creta, Renault Duster, Nissan Terrano

Model	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
DDiS 200 Sigma	na	8.34*	na	10.22	4cyl 1248cc	5M	87	200	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	-
DDiS 200 Delta	na	9.15*	na	11.19	4cyl 1248cc	5M	87	200	na	na	na	✓	✓	✓	✗	Bluetooth	✗	✓	✗	✗	Sensor	-
DDiS 200 Zeta	na	9.99*	na	11.56	4cyl 1248cc	5M	87	200	na	na	na	✓	✓	✓	✓	Bluetooth	✗	✓	✓	✓	Camera	-
DDiS 200 Alpha	na	10.75*	na	13.24	4cyl 1248cc	5M	87	200	na	na	na	✓	✓	✓	✓	Bluetooth	✓	✓	✓	✓	Camera	-
DDiS 320 Delta	na	11.99*	na	14.81	4cyl 1598cc	6M	116	320	na	11.4	15	✓	✓	✓	✗	Bluetooth	✗	✓	✗	✗	Sensor	7/10
DDiS 320 Zeta	na	12.99*	na	16.03	4cyl 1598cc	6M	116	320	na	11.4	15	✓	✓	✓	✗	Bluetooth	✗	✓	✓	✓	Sensor	7/10
DDiS 320 Alpha	na	13.74*	na	16.95	4cyl 1598cc	6M	116	320	na	11.4	15	✓	✓	✓	✓	Bluetooth	✓	✓	✓	✓	Camera	7/10

Swift: The most popular Maruti ever. Looks fab, drives well, has two great engines and lots of equipment.

TG Choice: ***ZXI** as it offers all the safety features not found in the diesel variant.*

L: 385cm **W:** 169.5cm **H:** 153cm **Boot:** 204 litre **Fuel Tank:** 42 litres, **Ground Clearance:** 17cm **Also try:** Chevrolet Sail U-VA, Hyundai i20

Model	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LXi	4.72	4.58	4.73	4.82	4cyl 1197cc	5M	83	115	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
VXi	5.41	5.31	5.42	5.52	4cyl 1197cc	5M	83	115	160	na	na	✓	✓	✗	✗	✗	✗	✓	✗	✓	✗	6/10
ZXi	6.34	6.16	6.35	6.48	4cyl 1197cc	5M	83	115	160	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	✗	6/10
LDi	5.96	5.76	5.91	6.07	4cyl 1248cc	5M	74	190	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
VDi	6.57	6.22	6.55	6.69	4cyl 1248cc	5M	74	190	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	5/10
ZDi	7.40	7.20	7.41	7.54	4cyl 1248cc	5M	74	190	160	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	✗	5/10

Swift DZire: Recently refreshed, looks better but reduces some of its boot space.

TG Choice: ***ZDI** as it has a frugal yet powerful powerplant and comes with a set of safety features.*

L: 399.5cm **W:** 169.5cm **H:** 155.5cm **Boot:** 316 litre **Fuel Tank:** 42 litres, **Ground Clearance:** 17cm **Also try:** Mahindra Verito, Tata Indigo, Nissan Sunny

Model	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LXi	5.12	5.08	5.16	5.36	4cyl 1197cc	5M	86	114	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
VXi	5.87	5.85	5.92	6.10	4cyl 1197cc	5M	86	114	160	na	na	✗	✗	✓	✗	✓	✗	✓	✗	✓	✗	5/10
VXI AT	6.71	6.67	6.77	6.93	4cyl 1197cc	4A	86	114	155	14.8	10.5	✗	✓	✓	✓	✓	✗	✓	✗	✓	✗	4/10
ZXi	6.84	6.80	6.87	7.08	4cyl 1197cc	5M	86	114	160	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	✗	5/10
LDi	6.40	5.99	6.43	6.65	4cyl 1248cc	5M	74	190	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
VDi	6.91	6.85	6.97	7.16	4cyl 1248cc	5M	74	190	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	6/10
ZDi	7.89	7.81	7.93	8.12	4cyl 1248cc	5M	74	190	160	na	na	✗	✓	✓	✓	✓	✗	✓	✓	✓	✗	6/10

Wagon R: More spacious than its predecessor and much nicer to look at. Definitely for the family man... or woman

TG Choice: *The **VXI** offers features available in more expensive cars at a reasonable price.*

L: 359.5cm **W:** 147.5cm **H:** 167cm **Boot:** na **Fuel Tank:** 35 litres, **Ground Clearance:** 16.5cm **Also try:** Chevrolet Spark, Hyundai Santro Xing

Model	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LX	3.86	3.67	3.87	3.85	3cyl 998cc	5M	67	90	155	15.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
Lxi	4.13	4.00	4.14	4.22	3cyl 998cc	5M	67	90	155	15.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
Vxi	4.35	4.25	4.39	4.48	3cyl 998cc	5M	67	90	155	15.4	na	Optional	Optional	✓	✗	✗	✗	✓	✗	✓	✗	5/10
Stingray LXi	4.33	4.19	4.34	4.42	3cyl 998cc	5M	67	90	155	15.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
Stingray Vxi	4.57	4.47	4.61	4.71	3cyl 998cc	5M	67	90	155	15.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
Stingray Vxi (O)	4.86	4.76	4.91	5.02	3cyl 998cc	5M	67	90	155	15.4	na	Optional	Optional	✓	✗	✗	✗	✓	✗	✓	✗	5/10

MERCEDES-BENZ

Dealers 80 **Warranty** 3yrs **Website** www.mercedes-benz.co.in

Company description: *The men from Stuttgart are on a roll. A truckload of products have arrived in the recent past, and many more are on their way*

TG Awards:* *Luxury Car of the Year 2015: S-Class
'The S-Class has been the choice of tycoons and dictators for over half a century'

A-Class: Merc's newest offering is dressed to kill. Now the stepping stone to Benz ownership. ***Build: Import***

TG Choice: *The **A 180 Sport**, as it's got enough go to match the show.*

L: 429.2cm **W:** 178cm **H:** 143.3cm **Boot:** 341litres **Fuel Tank:** 50 litres, **Ground Clearance:** na **Also try:** Fiat 500, Mini Cooper

Model	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
A 180 Sport	33.96	31.10	35.26	35.23	4cyl 1595cc	7A	121	200	na	9.85	12.8	✓	✓	✓	✓	Bluetooth	✓	✓	✓	✓	Camera	8/10
A 200 CDI Sport	35.18	32.93	36.95	36.53	4cyl 2143cc	7A	134	300	na	9.9	14	✓	✓	✓	✓	Bluetooth	✓	✓	✓	✓	Camera	7/10

B-Class: Merc's B-Class is ultimately a large luxury hatchback. Now a more practical alternative to the A-Class. ***Build: Import***

TG Choice: *The **B 180 Sport**, as it has the same equipment as the B 180 but comes with Sport pack enhancements.*

L: 435.9cm **W:** 178.6cm **H:** 155.7cm **Boot:** 486litres **Fuel Tank:** 50 litres, **Ground Clearance:** 18cm **Also try:** Audi Q3, BMW X1

Model	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
B 200 CDI Sport	37.63	35.22	39.33	38.28	4cyl 2143cc	7A	134	300	210	9.36	14	✓	✓	✓	✓	Bluetooth	✓	✓	✓	✓	Camera	6/10

Gadgets & Safety Guide ✓ Yes ✗ No Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Mercedes-Benz continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
B 180 Sport	36.41	33.34	37.80	36.98	4cyl 1595cc	7A	120	200	200	10.5	10.3	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10

C-Class: Excellent new C-Class returns to traditional Merc values and quality. As soothing as a champagne jacuzzi. *Build: Assembl*

TG Choice: *The **C 220 CDI Avantgarde** is the one to go for.*

L: 468.6cm **W:** 181cm **H:** 144.2cm **Boot:** 480litres **Fuel Tank:** NA, **Ground Clearance:** NA **Also try:** Audi A4, BMW 3-Series

C 200 Avantgarde	51.38	46.50	53.38	48.80	4cyl 1991cc	7A	181	300	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
C 220 CDI Style	49.18	46.50	51.09	48.38	4cyl 2143cc	7A	168	400	na	8.22	15	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
C 220 CDI Avantgarde	52.85	49.93	54.91	52.28	4cyl 2143cc	7A	168	400	na	8.22	15	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

CLA-Class: Looks smashing. AMG-fettled version powered by the most powerful four-pot in production. Also, looks smashing. *Build: Import*

TG Choice: *If you want something sensible, the **200 CDI Sport.** Don't give a flying firetruck? The **45 AMG** is for you.*

L: 469cm **W:** 177cm **H:** 141.6cm **Boot:** 470litres **Fuel Tank:** 56 litres **Ground Clearance:** na **Also try:** Audi A3

200 Sport	43.19	39.85	46.01	42.99	4cyl 1991cc	7A	181	300	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
200 CDI Sport	44.29	41.76	44.86	43.97	4cyl 2143cc	7A	134	300	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
200 CDI Style	38.91	36.70	40.41	41.06	4cyl 2143cc	7A	134	300	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
CLA45 AMG	87.24	78.90	91.78	89.53	4cyl 1991cc	7A	355	450	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

CLS: Superb alternative to a luxury sedan. Goes well, turns heads too. *Build: Import*

TG Choice: *The **CLS 250 CDI** is the only option.*

L: 494cm **W:** 188cm **H:** 141.6cm **Boot:** 520litres **Fuel Tank:** 80litres **Ground Clearance:** 12cm **Also try:** Audi A7, BMW GT 5

CLS 250 CDI	94.09	86.37	97.80	98.46	4cyl 2143cc	7A	201	500	250	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

E-Class: Fresh new styling with a touch of character, great engine and new features make it an irresistible offer *Build: Assembled*

TG Choice: *Definitely the **E 250 CDI** makes enough power and easy on the wallet too.*

L: 486.8cm **W:** 185cm **H:** 147.4cm **Boot:** 540litres **Fuel Tank:** 80 litres, **Ground Clearance:** NA **Also try:** Audi A6, BMW 5-Series, Volvo S80

E 200	58.30	53.80	61.04	56.71	4 cyl1991cc	7A	181	300	na	9.2	9	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
E 250 CDI	60.99	57.53	63.84	60.34	4cyl 2143cc	7A	202	500	na	8.31	11.6	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
E63 AMG	158	146	160	244	8cyl 5461cc	7A	550	720	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
E 350 CDI	73.59	69.53	77.08	72.73	6cyl 2987cc	7A	261	619	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
E400 Cabriolet	96.53	88.62	100	101	6cyl 2996cc	7A	328	480	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

GL-Class: All the creature comforts you need, and a boot that can easily swallow your camping equipment. *Build: Assembled*

TG Choice: *There's just one variant in petrol and diesel each. Pick as per your wallet's contents.*

L: 509.9cm **W:** 192cm **H:** 185cm **Boot:** 520 litres **Fuel Tank:** 100litre, **Ground Clearance:** na **Also try:** Audi Q7, 1BHK apartment.

GL 350 CDI	95.31	89.79	99.83	94.13	6cyl 2987cc	7A	255	619	na	7.9	13.4	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
GL63 AMG	216	196	231	224	8cyl 5461cc	7A	550	760	250	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10

GLA-Class: A bigger A-Class. Offers a good ride, enough features and also, it's fun to drive *Build: Assembled*

TG Choice: *The **200 Sport** as it is a sweeter drive.*

L: 441.7cm **W:** 180.4cm **H:** 149.4cm **Boot:** na **Fuel Tank:** 50litre **Ground Clearance:** 183mm **Also try:** Audi Q3, BMW X1.

200 Sport	44.42	40.1	46.47	43.97	4cyl 1991cc	7A	181	300	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
200 CDI Style	40.44	38.14	42.34	42.65	4cyl 2143cc	7A	134	300	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-
200 CDI Sport	45.52	42.92	47.62	45.27	4cyl 2143cc	7A	134	300	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-
GLA 45 AMG	90.29	81.55	94.95	92.59	4cyl 1991cc	7A	355	450	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

M-Class: Second-gen M is vastly better, great quality, good on-road. *Build: Assembled*

TG Choice: *The **250 CDI** for locally assembled and a more value for money proposition.*

L: 480.4cm **W:** 192.6cm **H:** 179.6cm **Boot:** 690 litres **Fuel Tank:** 70 litres, **Ground Clearance:** NA **Also try:** Audi Q7, BMW X5, Volvo XC90

ML 350 CDI	83.47	78.74	87.51	82.58	6cyl 2987cc	7A	254	620	225	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
ML 250 CDI	69.65	65.74	73.14	68.98	4cyl 2143cc	7A	204	500	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
ML63 AMG	183	169	197	192	8cyl 5461cc	7A	550	760	250	na	5.8	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10

S-Class: Not just the best car in the world. It redefines what a car will be expected to do in the future. *Build: Assembled*

TG Choice: *There is a variant for every buyer. You can have it as a saloon, or as a coupe.*

L: 524.6cm **W:** 189.9cm **H:** 149.4cm **Boot:** 530 litres **Fuel Tank:** 80 litres **Ground Clearance:** NA **Also try:** Audi A8, BMW 7-Series, Jaguar XJ

S 350 CDI	139	131	145	137	6cyl 2987cc	7A	255	620	250	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	9/10
S 500 L	176	163	185	171	8cyl 4663cc	7A	453	700	250	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	9/10
S 600 Guard	na	890*	na	na	12cyl 5531cc	7A	522	830	210	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10

Buyers Guide continued ▶

CAR CHOOSER

YOU CAN GO THROUGH A HUNDRED SPECS AND OPTIONS... OR JUST SELECT THE CAR YOU REALLY WANT USING THE CAR CHOOSER ON TOPGEAR.COM. YOU DECIDE.

TOPGEAR NEW CAR GUIDE

◀ Mercedes-Benz continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
S 500 Coupe	na	200*	na	na	8cyl 4663cc	7A	453	700	250	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-
S 63 AMG Coupe	na	260*	na	na	8cyl 5461cc	7A	576	900	250	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
S 63 AMG Sedan	na	na	253	na	8cyl 5461cc	7A	576	900	250	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-

SLK: The new SLK is now a proper baby SL. We like! *Build: Import*

TG Choice: **L:** 413.4cm **W:** 200cm **H:** 130.1cm **Boot:** 335 litre **Fuel Tank:** 60 litres, **Ground Clearance:** NA **Also try:** BMW 6-Series

SLK 350	94.18	82.60	97.37	94.28	6cyl 3498cc	7A	306	370	250	6.6	7.5	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10
SLK55 AMG	154	142	160	161	8cyl 5461cc	7A	420	540	250	5.6	5	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

G-Wagon: The G-Wagon is still going strong. The AMG V8 gives it hot-rod performance. *Build: Import*

TG Choice: *The G63 AMG. There is no choice here, and frankly, you don't even need one.*

L: 410cm **W:** 201cm **H:** 193.8cm **Boot:** 300 litres **Fuel Tank:** 70 litres **Ground Clearance:** NA **Also try:** Army tank.

G63 AMG	242	215	231	244	8cyl 5461cc	7A	536	760	210	5.4	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10

MINI **Dealers** 2 **Warranty** na **Website** www.mini.in

Company description: *Mini has managed what other carmakers struggle to do -- make a small, fun car, and charge a premium*

TG Awards: ***Car of the Year 2012: Mini Cooper S*** 'If you keep the body type out of the equation, the Mini is more fun than anything with two seats'

Mini: The basics are wrong: transverse engine, FWD, but tell that to yourself when you are smiling end to end *Build: Import*

TG Choice: *The **Cooper D 3-door** is the one to go for if you want to have real fun.*

L: 398.2cm **W:** 193.8cm **H:** 142.5cm **Boot:** 278 litres **Fuel Tank:** 44 litres, **Ground Clearance:** NA **Also try:** Fiat 500 Abarth

Cooper D 3-door	31.85	31.85*	31.85	31.85*	3cyl 1496cc	6A	114	270	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-
Cooper D 5-door	35.20	35.20*	35.20	35.20*	3cyl 1496cc	6A	114	270	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-
Cooper S	na	34.65*	na	na	4cyl 1998cc	6A	189	280	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-

Countryman: When four-door practicality meets the Mini badge, what you have is the Countryman *Build: Assembled*

TG Choice: *The **Cooper D** is perfect and the Mini-est of the Countrymans.*

L: 410cm **W:** 178cm **H:** 156.1cm **Boot:** 350 litres **Fuel Tank:** 47 litres, **Ground Clearance:** NA **Also try:** Mercedes B-Class

Cooper D	25.60	25.60*	25.60	35.68	4cyl 1598cc	6A	112	270	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	9/10

MITSUBISHI **Dealers** 42 **Warranty** na **Website** www.mitsubishi-motors.co.in

Company description: *Japanese industrial giant that now sells a single SUV in our market - the Pajero Sport.*

TG Awards: ***SUV of the Year 2012: Pajero Sport*** 'The Pajero Sport's simplicity translates into reliability and when the road disappears, reliability can be the difference between life and death'

Pajero Sport: This is for those forever looking for shortcuts through the bushes. Fantastic off-road, adequate on it.

TG Choice: *The **4x4 MT** comes with all the goodies that you'll ever want.*

L:469.5cm **W:** 181.5cm **H:** 184cm **Boot:** NA **Fuel Tank:** 70 litres, **Ground Clearance:** 21.5cm **Also try:** Toyota Fortuner, Nissan X-Trail, Renault Koleos

4x4 MT	23.07	23.80*	23.41	28.27	4cyl 2477cc	5M	178	400	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	7/10
4x2 AT	na	23.55*	na	na	4cyl 2477cc	5A	176	350	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	na

NISSAN **Dealers** 200 **Warranty** 2 years/ 50,000km **Website** www.nissan.in

Company description: *A big Japanese car maker with a factory in England. Its portfolio becomes more respectable as each new model appears.*

TG Awards: ***Interior of the year 2009: Teana*** 'Step inside the Teana and you'll be reminded of plush lobbies and expensive suites'

Evalia: A spacious MPV with decent on-road dynamics. But its looks are a challenge, and there's already the Ertiga.

TG Choice: ***XV*** *as it comes fully loaded. ABS, airbags and alloys come standard. No climate control though.*

L:440cm **W:** 170cm **H:** 186cm **Boot:** Na **Fuel Tank:** 55 litres, **Ground Clearance:** 18cm **Also try:** Toyota Innova, Mahindra Xylo, Maruti Ertiga

XE	8.50	8.49*	8.64	11.25	4cyl 1461cc	5M	85	200	160	15.5	11.9	✖	✔	✖	✖	✖	✖	✔	✖	✖	✖	5/10
XE+	8.93	8.92*	9.08	12.02	4cyl 1461cc	5M	85	200	160	15.5	11.9	✔	✔	✔	✖	✔	✖	✔	✖	✖	✖	5/10
XL	9.73	9.49*	9.90	13.03	4cyl 1461cc	5M	85	200	160	15.5	12.20	✔	✔	✔	✖	✔	✖	✔	✖	✔	✖	5/10
XV	10.38	9.99*	10.56	13.88	4cyl 1461cc	5M	85	200	160	15.5	12.81	✔	✔	✔	✖	✔	✖	✔	✔	✔	◉	5/10

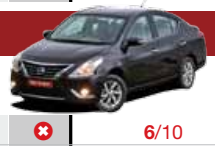
Micra: Nissan's budget small car armed with features you won't see even in cars twice its price. Peppy and fun to drive too.

TG Choice: *The **XL** is perfect, avoid the temptation of buying the diesel*

L:378cm **W:** 166cm **H:** 153cm **Boot:** 251 litres **Fuel Tank:** 41 litres, **Ground Clearance:** 15cm **Also try:** Maruti Swift, Maruti Ritz, Chevrolet Beat

XE Active	4.29	4.70	4.37	4.38	3cyl 1198cc	5M	74	104	na	na	13.3	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	5/10
XE Diesel	5.44	5.57*	5.55	7.14	4cyl 1461cc	5M	63	160	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
XE Plus	4.57	5.00	4.66	5.61	3cyl 1198cc	5M	74	104	na	na	13.3	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	5/10
XL	5.43	5.42	5.54	6.34	3cyl 1198cc	5M	74	104	na	na	13.3	✔	✖	✔	✖	✔	✖	✔	✖	✖	✖	5/10
XV Active	6.41	6.15	6.53	5.79	3cyl 1198cc	5M	74	104	na	na	13.3	✔	✔	✔	✔	✔	✖	✔	✔	✔	✖	5/10
Diesel XV	6.80	6.67	6.92	8.76	4cyl 1461cc	5M	63	160	na	11.5	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	✖	5/10
Diesel XV - Premium	7.03	7.41	7.16	9.20	4cyl 1461cc	5M	63	160	na	11.5	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	◉	5/10
XV S Active	4.79	4.71	4.79	6.16	3cyl 1198cc	5M	63	104	na	na	13.3	✔	✖	✖	✖	✔	✖	✔	✖	✖	✖	5/10

Sunny: Lots of passenger space, safety features like driver airbag and ABS, even on the base variant



TG Choice: XL Diesel *is a head-over-heart decision as it comes with safety features, and you save a fair bit over the XV variant.*

L:442.5cm **W:** 169.5cm **H:** 151.5cm **Boot:** 490 litres **Fuel Tank:** 41 litres, **Ground Clearance:** NA **Also try:** Maruti DZire, Toyota Etios

XE	na	6.99*	na	9.00	4cyl 1498cc	5M	98	134	185	11.9	11	✔	✔	✖	✖	✖	✖	✔	✖	✖	✖	6/10
XL	na	7.61*	na	9.91	4cyl 1498cc	5M	98	134	185	11.9	11	✔	✔	✔	✖	✔	✖	✔	✖	✖	🔊	6/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Nissan continued

	Price				Numbers							Features										
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XL CVT	na	8.91*	na	11.62	4cyl 1498cc	CVT	100	134	na	na	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	🔊	5/10
XE Diesel	na	7.99*	na	10.59	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✖	✖	✖	✔	✖	✖	✖	6/10
XL Diesel	na	8.60*	na	11.36	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	🔊	6/10
XV Diesel	na	9.33*	na	12.37	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	◉	6/10
XV Diesel Safety	na	9.60*	na	12.72	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	◉	6/10

Terrano: The Duster gets new clothes and lots of chrome. Looks a tad more premium than its French cousin ***Build: Assembled***

TG Choice: XV *for all the thrills, frills and comforts.*

L:433.1cm **W:** 182.2cm **H:** 167.1cm **Boot:** 475 litres **Fuel Tank:** 50 litres, **Ground Clearance:** 20.5cm **Also try:** Renault Duster, Ford Ecosport

1.5D XE	9.46	10.87	9.64	12.69	4cyl 1461cc	5M	85	200	na	na	na	✔	✖	✔	✖	✖	✖	✔	✖	✖	✖	7/10
1.5D XL	10.48	12.46	10.68	13.95	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✖	✔	✖	✔	✖	✔	✖	7/10
1.5D XL 110PS	11.07	13.23	11.28	14.53	4cyl 1461cc	6M	108	248	216	11.96	13.5	✔	✔	✔	✖	✔	✖	✔	✖	✔	✖	8/10
1.5D XL Plus	10.83	12.78	11.04	14.35	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	8/10
1.5D XV 110PS	11.99	14.19	12.21	15.70	4cyl 1461cc	6M	108	248	na	na	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	🔊	8/10
1.5D XV Premium 110PS	12.28	14.53	12.52	16.07	4cyl 1461cc	6M	108	248	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	8/10
1.6P XL	9.51	10.95	9.69	12.50	4cyl 1598cc	5M	104	145	na	na	na	✔	✔	✔	✖	✔	✖	✔	✖	✔	✖	7/10

PORSCHE **Dealers** 7 **Warranty** 2yrs/unlimited kms **Website** www.porscheindia.com

Company description: *A big name in sports car manufacture and motorsport and deservedly so. It produces cars of immense capability and quality.*

TG Awards: ***Car of the year 2015: Macan*** 'The Macan's prowess as a driver's car is phenomenally real, despite the traits it inherits because of the segment in which it is designed to operate.'

911: Iconic. Instantly recognisable, fantastic to drive, near-perfect. ***Build: Import***

TG Choice: *Straight **Turbo**.*

L:443cm **W:** na **H:** 130.3cm **Boot:** na **Fuel Tank:** 64 litres, **Ground Clearance:** NA **Also try:** Nothing gets close

Turbo	219	214*	217	210*	6cyl 3800cc	7A	513	660	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-
Turbo Cabriolet	na	228*	232	223*	6cyl 3800cc	7A	513	660	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-
GT3	213	201*	204	197*	6cyl 3799cc	7A	469	440	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-
Carrera	213	138*	140	135*	6cyl 3436cc	7A	345	390	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-
Targa 4S	213	178*	181	175*	6cyl 3800cc	7A	394	440	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	-

Boxster: Step 1 into Porsche-land is still a divine experience. ***Build: Import***

TG Choice: S *feels so inherently right. Just get the sports exhaust.*

L:432.9cm **W:** na **H:** 128.2cm **Boot:** 150 litres **Fuel Tank:** 64 litres, **Ground Clearance:** NA **Also try:** Mercedes-Benz SLK350

Boxster S	na	102*	103	100*	6cyl 3436cc	7A	315	360	277	5.4	8.6	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
Boxster GTS	na	115*	117	113*	6cyl 3436cc	7A	335	380	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10

Cayenne: Big bad mutha. Perfect if you want a Porsche, but are scared of our roads. ***Build: Import***

TG Choice: *Go **Turbo**. The environment is doomed anyway.*

L:479.8cm **W:** na **H:** 170.5cm **Boot:** na **Fuel Tank:** 100 litres, **Ground Clearance:** NA **Also try:** Audi Q7, BMW X5, Mercedes-Benz M-Class

Cayenne S Diesel	na	121*	123	119*	8cyl 4134cc	8A	380	850	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
Cayenne S	na	118*	120	116*	6cyl 3604cc	8A	414	550	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
Cayenne Turbo	na	178*	181	174*	8cyl 4806cc	8A	512	750	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10
Cayenne Diesel	na	104*	105	102*	6cyl 2967cc	8A	241	550	214	7.07	9	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	8/10

Cayman: Baby 911 is a great sports car. Supernatural handling. ***Build: Import***

TG Choice: *The **S** for everyday driving.*

L:444cm **W:** na **H:** 129.4cm **Boot:** 150 litres**Fuel Tank:** 64 litres, **Ground Clearance:** NA **Also try:** Dreaming about the Cayman GT4

Cayman S	na	104*	106	102*	6cyl 3436cc	7A	321	370	275	4.99	4.7	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10
Cayman GTS	na	117*	119	115*	6cyl 3436cc	7A	335	380	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	7/10

Macan: Want a sportscar that's actually an SUV? This is as close as it gets. ***Build: Import***

TG Choice: *The **Turbo** is the variant you want.*

L:468cm **W:** 192cm **H:** 162.4cm **Boot:** 500 litres**Fuel Tank:** 60 litres, **Ground Clearance:** NA **Also try:** Range Rover Evoque

S Diesel	na	100*	101	98.18*	6cyl 2967cc	7A	241	580	na	6.4	10.2	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	9/10
Turbo	na	111*	112	108*	6cyl 3604cc	7A	394	550	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	9/10

Buyers Guide continued ▶

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◀ Porsche continued

Panamera: A 911 for the family man, with two extra doors and a rear seat.

Build: Import

TG Choice: *The base **S** is actually quite good. Turbo is very fast.*

L:497cm **W:** na **H:** 141.8cm **Boot:** 820 litres **Fuel Tank:** 60 litres, **Ground Clearance:** NA **Also try:** BMW M5, Mercedes E63 AMG

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Panamera	119	119*	119	119*	6cyl 3605cc	7A	305	400	285	5.6	5.6	Yes	Yes	Yes	Yes	Bluetooth	Yes	Yes	Yes	Yes	Optional	-
Panamera 4	122	122	122	122	6cyl 3605cc	7A	305	400	285	5.6	5.6	Yes	Yes	Yes	Yes	Bluetooth	Yes	Yes	Yes	Yes	Optional	-
Panamera D	149.8	149.8*	149.8	149.8*	6cyl 2967cc	8A	296	650	282	6.75	9.3	Yes	Yes	Yes	Yes	Bluetooth	Yes	Yes	Yes	Yes	Optional	8/10
Panamera Turbo	200	200*	200	200*	8cyl 4806cc	7A	512	700	303	4.2	5.5	Yes	Yes	Yes	Yes	Bluetooth	Yes	Yes	Yes	Yes	Optional	9/10
Panamera GTS	161	161*	161	161*	8cyl 4806cc	7A	434	520	303	4.2	5.5	Yes	Yes	Yes	Yes	Bluetooth	Yes	Yes	Yes	Yes	Optional	-
Panamera Turbo S	na	na	na	na	8cyl 4806cc	7A	562	750	na	na	na	Yes	Yes	Yes	Yes	Bluetooth	Yes	Yes	Yes	Yes	Optional	-

PREMIER

Dealers 55 **Warranty** 3years/50,000kms **Website** www.premierrio.com

Company description: *Gone are the glory days, market share that the company enjoyed. Now a company selling niche products.*

TG Awards: **-**

Rio: If you are adamant on being different, this is your ride.

TG Choice: ***Gx*** *as it is the cheapest.*

L: 397cm **W:** 157cm **H:** 173cm **Boot:** 454 litres **Fuel Tank:** 46 litres, **Ground Clearance:** 20 cm **Also try:** Maruti DZire ZXi, Hyundai i20 Asta 1.2, visiting a psychiatrist

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
DX Multijet	6.96	7.88	7.12	7.62	4cyl 1248cc	5M	72	183	na	15.03	14	No	No	No	No	Yes	No	Yes	No	No	No	4/10
LX Multijet	7.24	8.20	7.41	7.93	4cyl 1248cc	5M	72	183	na	15.03	14	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	4/10

RENAULT

Dealers 80 **Warranty** na **Website** www.renault.co.in

Company description: *Renault's journey in India is going rather nicely, thanks in no small measure to the Duster.*

TG Awards: ***Variant of the Year 2015: Duster AWD***
'The Duster can do serious off-roading, and is a massive improvement overall'

Duster: Finally a cheap SUV that won't go belly-up around a corner.

TG Choice: *The **110bhp RxZ**. Gives you everything you need.*

L: 431.5cm **W:** 182.2cm **H:** 169.5cm **Boot:** 475 litres **Fuel Tank:** 50 litres **Ground Clearance:** 20.5cm **Also try:** Mahindra XUV, Mahindra Scorpio

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
RXE	7.82	9.75	7.79	9.40	4cyl 1598cc	5M	103	148	na	na	na	No	No	No	No	No	No	Yes	No	No	No	7/10
RXL	9.10	10.84	9.06	10.49	4cyl 1598cc	5M	103	148	na	na	na	Yes	Yes	Yes	No	Bluetooth	No	Yes	No	No	Optional	7/10
RXE D 85	8.68	9.75	8.64	10.74	4cyl 1461cc	5M	84	200	na	14.71	14	No	No	No	No	No	No	Yes	No	No	No	7/10
RXL D 85	9.67	10.84	9.63	12.07	4cyl 1461cc	5M	84	200	na	14.71	14	No	Yes	Yes	No	Yes	No	Yes	No	Yes	Optional	7/10
RXL (O) D 85	10.93	11.97	10.88	13.61	4cyl 1461cc	5M	84	200	na	14.71	14	Yes	Yes	Yes	No	Bluetooth	No	Yes	Yes	Yes	Optional	7/10
RXL D 110	10.88	12.47	10.78	13.52	4cyl 1461cc	6M	108	245	na	11.76	14.1	No	Yes	Yes	No	Bluetooth	No	Yes	Yes	Yes	Optional	8/10
RXZ D 110	11.47	13.57	11.36	14.85	4cyl 1461cc	6M	108	245	na	11.76	14.1	Yes	Yes	Yes	No	Bluetooth	No	Yes	Yes	Yes	Optional	8/10
RXZ (O) D 110	11.99	13.73	11.89	14.90	4cyl 1461cc	6M	108	245	na	11.76	14.1	Yes	Yes	Yes	No	Bluetooth	No	Yes	Yes	Yes	Optional	8/10
RXZ 110 AWD	13.22	13.00*	13.10	16.24	4cyl 1461cc	6M	108	245	na	na	na	Yes	Yes	Yes	No	Bluetooth	No	Yes	Yes	Yes	Optional	8/10

Fluence: Pretty safe bet of a car. Comfortable, refined and built to last.

TG Choice: *The **E4** is our pick of the lot.*

L: 462cm **W:** 180cm **H:** 148.8cm **Boot:** 530 litres **Fuel Tank:** Na, **Ground Clearance:** 17cm **Also try:** Toyota Corolla Altis

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
E2 Diesel	13.86	16.32	13.68	17.64	4cyl 1461cc	6M	108	240	170	11.7	21	Yes	Yes	Yes	Yes	Bluetooth	Yes	Yes	Yes	Yes	Optional	5/10
E4 Diesel	15.49	18.05	15.38	20.89	4cyl 1461cc	6M	108	240	170	11.7	21	Yes	Yes	Yes	Yes	Bluetooth	Yes	Yes	Yes	Yes	Optional	5/10

Koleos: French take on the softroader, and a pretty good one at that.

Build: Import

TG Choice: *The **4x2 MT** should do just fine.*

L: 452cm **W:** 185.5m **H:** 169.5cm **Boot:** NA **Fuel Tank:** 65 litres, **Ground Clearance:** 20.6 cm **Also try:** Chevrolet Captiva, Hyundai Santa Fe

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
4x2 MT	21.65	24.85	21.55	28.43	4cyl 1995cc	6M	148	320	na	na	na	Yes	Yes	Yes	Yes	Bluetooth	Yes	Yes	Yes	Yes	Optional	5/10
4x4 MT	23.97	27.95	23.97	32.28	4cyl 1995cc	6M	171	320	na	na	na	Yes	Yes	Yes	Yes	Bluetooth	Yes	Yes	Yes	Yes	Optional	5/10
4x4 AT	25.42	29.10	25.30	35.57	4cyl 1995cc	6A	171	320	na	na	na	Yes	Yes	Yes	Yes	Bluetooth	Yes	Yes	Yes	Yes	Optional	5/10

Lodgy: Ticks all the right boxes. Highly practical MPV capable of rewriting the rules of the game.

TG Choice: *The **RXL 110PS** should do just fine, unless you need the added kit.*

L: 449.8cm **W:** 175.1m **H:** 169.7cm **Boot:** 207-1,861 litres **Fuel Tank:** 50 litres **Ground Clearance:** 17.4 cm **Also try:** Toyota Innova, Honda Mobilio, Maruti Ertiga

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
STD 85PS	8.30	8.19*	8.32	10.21	4cyl 1461cc	5M	84	200	na	na	na	No	Yes	No	No	No	No	No	No	No	No	8/10
RXE 85PS	9.10	8.99*	9.12	11.18	4cyl 1461cc	5M	84	200	na	na	na	No	Yes	Yes	No	No	No	Yes	No	No	No	8/10
RXL 85PS	9.70	9.59*	9.72	12	4cyl 1461cc	5M	84	200	na	na	na	Yes	Yes	Yes	No	No	No	Yes	No	No	No	8/10
RXL 110PS	10.20	10.09*	10.22	12.61	4cyl 1461cc	6M	109	245	na	na	na	Yes	Yes	Yes	No	No	No	Yes	No	No	No	8/10
RXZ 85PS	11	10.89*	11.02	13.58	4cyl 1461cc	5M	84	200	na	na	na	Yes	Yes	Yes	No	Bluetooth	Yes	Yes	Yes	Yes	Optional	8/10
RXZ 110PS 8-str	11.60	11.49*	11.62	14.31	4cyl 1461cc	6M	109	245	na	na	na	Yes	Yes	Yes	No	Bluetooth	Yes	Yes	Yes	Yes	Optional	8/10
RXZ 110PS 7-str	11.90	11.79*	11.92	14.68	4cyl 1461cc	6M	109	245	na	na	na	Yes	Yes	Yes	No	Bluetooth	Yes	Yes	Yes	Yes	Optional	8/10
Stepway	12.52	12.29*	12.12	15.37	4cyl 1461cc	6M	109	245	na	na	na	Yes	Yes	Yes	No	Bluetooth	Yes	Yes	Yes	Yes	Optional	8/10

Scala: The French version of the Sunny.

TG Choice: *The RXZ as it comes with the goodness of diesel and all the features that you'd need.*

L: 442.5cm **W:** 169.5m **H:** 150.5cm **Boot:** 490 litres **Fuel Tank:** 41 litres, **Ground Clearance:** 16.1cm **Also try:** Maruti DZire, Nissan Sunny, Toyota Etios

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
RXL	8.84	9.96	8.30	11.13	4cyl 1461cc	5M	85	200	na	13.8	18	Yes	No	Yes	No	Yes	No	Yes	No	No	No	4/10
RXZ	9.75	10.95	8.81	12.36	4cyl 1461cc	5M	85	200	na	13.8	18	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	4/10
RXE Petrol	7.21	8.05	7.19	8.66	4cyl 1498cc	5M	98	134	na	na	na	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	4/10
RXL Petrol	7.99	8.89	7.97	9.59	4cyl 1498cc	5M	98	134	na	na	na	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	4/10
RxL CVT	9.50	9.41*	9.47	11.37	4cyl 1498cc	CVT	100	134	na	na	na	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	4/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

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◀ Renault continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
RxZ CVT	10.37	10.34*	10.37	12.60	4cyl 1498cc	CVT	100	134	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	4/10

Pulse: The masculine version of the Nissan Micra.

TG Choice: *The RXL makes more sense, because you'd rather buy the Swift instead of the RXZ*

L: 380.5cm **W:** 166.5m **H:** 153cm **Boot:** 251 litres **Fuel Tank:** 41 litres, **Ground Clearance:** na **Also try:** Nissan Micra, Maruti Swift

RXL	6.13	6.97	6.11	7.20	4cyl 1461cc	5M	63	160	na	na	na	⊖	✖	✔	✖	✔	✖	✔	✖	✔	✖	4/10
RXZ	6.97	7.89	6.95	8.02	4cyl 1461cc	5M	63	160	na	na	na	⊖	✔	✔	✔	✱	✖	✔	✔	✔	✖	4/10
RXE Petrol	4.41	4.88	4.41	5.19	3cyl 1198cc	5M	75	104	na	na	na	⊖	✔	✔	✔	✖	✖	✔	✔	✔	✖	4/10
RXL Petrol	5.15	4.66	5.14	5.79	3cyl 1198cc	5M	75	104	na	na	na	⊖	✔	✔	✔	✔	✖	✔	✔	✔	✖	4/10
RXZ Petrol	5.74	6.27	5.72	6.78	3cyl 1198cc	5M	75	104	na	na	na	⊖	✔	✔	✔	✱	✖	✔	✔	✔	✖	4/10

ROLLS-ROYCE **Dealers** 5 **Warranty** 4yrs **Website** www.rolls-roycemotorcars.com

Company description: *A century after Mr Royce built his first car, the world's most luxurious carmaker is still going strong.*

TG Awards: **-**

Phantom: Take first-class, multiply by 10, square that, and you're getting close.

Build: Import

TG Choice: *Ideal for driving off with her from the wedding reception.*

L: 583.4cm **W:** 199cm **H:** 163.8cm **Boot:** 460 litres **Fuel Tank:** 100 litres, **Ground Clearance:** NA **Also try:** Maybach 57S

Phantom	na	600*	na	600*	12cyl 6749cc	6A	453	720	250	5.9	6.3	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	9/10
Phantom Coupe	na	na	na	na	12cyl 6749cc	6A	453	720	250	5.6	6.4	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10
Drophead Coupe	na	na	na	na	12cyl 6749cc	6A	453	720	250	5.8	6.4	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10

Ghost: The baby Rolls isn't much of a baby, really. Larger than most sedans and more luxurious than a private jet.

Build: Import

TG Choice: *The **EWB** offers more space and tall the luxury you'd ever need*

L: 583.4cm **W:** 199cm **H:** 155cm **Boot:** 460 litres **Fuel Tank:** 100 litres, **Ground Clearance:** NA **Also try:** Bentley Mulsanne

Ghost	na	403*	na	403*	12cyl 6592cc	8A	562	780	250	4.9	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10
Ghost EWB	na	455*	na	455*	12cyl 6592cc	8A	562	780	250	4.9	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10

ŠKODA **Dealers** 106 **Warranty** 2yrs **Website** www.skoda-auto.co.in

Company description: *New products like the Octavia and Yeti make it rather exciting. But service and support still have issues.*

TG Awards: ***Saloon of the year 2014: Octavia***
'The new Octavia is the ultimate saloon that keeps you happy no matter what seat you're in'

Octavia: Skoda gets its chart-busting Octavia back, but will it change Skoda's fortunes once again in India?

Build: Assembled

TG Choice: *The **1.8 TSI AT** ticks all the right boxes as far as economy and performance go. Did we mention the long features list?*

L: 465.9 cm **W:** 181.4cm **H:** 147.6cm **Boot:** 590 litres **Fuel Tank:** 50 litres, **Ground Clearance:** 15.8cm **Also try:** Hyundai Elantra, Toyota Corolla Altis

Active 1.4 TSI	14.20	16.00	14.20*	16.72	4cyl 1395cc	6M	138	250	210	9.62	13.5	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	7/10
Ambition 1.4 TSI	15.21	17.14	15.21*	19.52	4cyl 1395cc	6M	138	250	210	9.62	13.5	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	7/10
Elegance 1.8 TSI AT	18.57	20.94	18.57*	21.75	4cyl 1798 cc	7A	177	250	210	8.1	11.85	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	7/10
Active 2.0 TDI	15.82	18.26	15.82	18.98	4cyl 1968cc	6M	140	320	210	8.91	12.5	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	7/10
Ambition 2.0 TDI CR	16.84	19.42	16.84	21.87	4cyl 1968cc	6M	140	320	210	8.91	12.5	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	6/10
Ambition 2.0 TDI CR AT	17.86	20.58	17.86	22.69	4cyl 1968cc	6A	140	320	210	8.6	13.5	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	6/10
Elegance 2.0 TDI CR AT	19.79	22.79	19.79	25.37	4cyl 1968cc	6A	140	320	210	8.6	13.5	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	6/10

Superb: The real big car for reasonable money at the high end of the market.

Build: Assembled

TG Choice: *The **2.0TDI** if you are paying for fuel. **V6** if the company pays for it.*

L: 483 cm **W:** 181.7cm **H:** 148.2cm **Boot:** 565 litres **Fuel Tank:** 60 litres, **Ground Clearance:** 15.8cm **Also try:** Toyota Camry, VW Passat, Hyundai Sonata

1.8 TSI Ambition MT	18.38	22.35	18.38	21.63	4cyl 1798cc	6M	158	250	210	9	8.7	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	7/10
1.8 TSI Elegance AT	22.33	24.00	22.33	28.17	4cyl 1798cc	7A	160	250	210	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	7/10
1.8 TSI Elegance MT	20.72	NA	20.72	26.20	4cyl 1798 cc	6M	158	250	210	9	8.7	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	7/10
2.0 TDI	25.24	26.20	25.24	32.22	4cyl 1968cc	6A	140	320	206	10.38	11.8	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	7/10

Rapid: Does most things right, very few wrong. With all the nice touches of the Vento, you can't go wrong.

TG Choice: *The **Ambition 1.6 TDI** as it is a lakh cheaper and comes with all the safety features.*

L: 438.6 cm **W:** 169.9 cm **H:** 146.6cm **Boot:** 460ltr **Fuel Tank:** 55 litres, **Ground Clearance:** 16.8 cm **Also try:** VW Vento, Honda City, Maruti Suzuki SX4, Hyundai Verna, Ford Fiesta

Active 1.6 MPI	7.24	7.85	7.24	9.12	4cyl 1598cc	5M	103	153	195	11.3	10.7	✖	✖	✖	✔	✖	✖	✔	✖	✖	✖	6/10

Buyers Guide continued ▶

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TOPGEAR NEW CAR GUIDE

◀ Skoda continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Ambition 1.6 MPI	8.13	8.36	8.13	10.30	4cyl 1598cc	5M	103	153	195	11.3	10.7	✔	✔	✔	✔	✖	✖	✔	✖	✔	✖	6/10
Elegance 1.6 MPI	9.11	9.32	9.11	11.02	4cyl 1598cc	5M	103	153	195	11.3	10.7	✔	✔	✔	✔	✱	✖	✔	✔	✔	✖	6/10
Elegance 1.6 MPI AT	10.09	10.45	10.09	12.27	4cyl 1598cc	6A	103	153	na	na	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	✖	6/10
Active 1.6 TDI	8.41	9.38	8.41	10.72	4cyl 1498cc	5M	103	250	na	10.9	14.5	✖	✖	✖	✔	✖	✖	✔	✖	✖	✖	6/10
Ambition 1.6 TDI	9.38	9.40	9.38	13.21	4cyl 1498cc	5M	103	250	na	10.9	14.5	✔	✔	✔	✔	✖	✖	✔	✖	✔	✖	6/10
Elegance Plus 1.6 TDI	10.15	9.90	10.15	12.66	4cyl 1498cc	5M	103	250	na	10.9	14.5	✔	✔	✔	✔	✱	✖	✔	✔	✔	✖	6/10
Ambition 1.6TDI DSG	10.68	10.49*	10.68	10.76*	4cyl 1498cc	7A	103	250	na	12.1	14.5	✔	✔	✔	✔	✖	✖	✔	✖	✔	✖	6/10
Elegance 1.6TDI DSG	11.03	10.84*	11.03	14.01	4cyl 1498cc	7A	103	250	na	12.1	14.5	✔	✔	✔	✔	✱	✖	✔	✔	✔	✖	6/10

Yeti: It's cleaner, greener, smaller and smarter than any SUV out there.

Build: Assembled

***TG Choice: Elegance** for sure as it gets the cool touchscreen audio system.*

L:422cm **W:** 179cm **H:** 169.1cm **Boot:** 416 litres **Fuel Tank:** 55 litres, **Ground Clearance:** 18cm **Also try:** Toyota Fortuner, Ford Endeavour, Tata Aria

Elegance 4x2	19.32	18.99*	19.32	24.66	4cyl 1968cc	5M	108	250	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	🔊	8/10
Elegance 4x4	20.90	20.53*	20.90	26.71	4cyl 1968cc	6M	138	320	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	7/10

SSANGYONG **Dealers** na **Warranty** na **Website** www.ssangyongrexton.in

Company description: *Bought by Mahindra a few years back, now sells the Rexton in India. The entire SUV range will follow.*

TG Awards: **-**

Rexton: Packed with equipment, at a mouth-watering price. A big soft-roader that won't eat into your wallet.

Build: Assembled

***TG Choice: RX7** for the extra power and a convenient auto transmission.*

L: 475.5cm **W:** 190cm **H:** 178.5cm **Boot:** na **Fuel Tank:** 78 litres **Ground Clearance:** 25.2cm **Also try:** Toyota Fortuner, Hyundai Santa Fe, Chevrolet Captiva

RX5	NA	17.75*	NA	22.87	5cyl 2696cc	5M	162	340	na	na	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	◉	6/10
RX6	20.19	23.10	20.17	24.34	5cyl 2696cc	5M	162	340	180	12.33	10.4	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	6/10
RX7	NA	19.67*	NA	25.80	5cyl 2696cc	5A	184	402	na	10.25	7.75	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	6/10

TATA **Dealers** na **Warranty** na **Website** www.tatamotors.com

Company description: *Still struggling with quality and dynamics, but it has the best cars if you want the maximum for the minimum.*

TG Awards: ***Comeback of the Year 2015: Zest***
'Tata's taken tough decisions, and the Zest is a result of that renewed purpose'

Aria: Big bully of an MPV. Nice engine and lots of gizmos to keep you interested.

***TG Choice: Pride** for sure, after giving into the crossover marketing gimmick and before the fall, Pride shall do just fine.*

L: 478cm **W:** 189.5 cm **H:** 178cm **Boot:** na **Fuel Tank:** 60 litres, **Ground Clearance:** 18.5cm **Also try:** Toyota Innova, Mahindra XUV 500

Pride 4X4	1.6.81	19.35	16.73	18.79	4cyl 2179cc	5M	138	320	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
Pure 4X2	12.05	NA	11.98	12.60	4cyl 2179cc	5M	138	320	na	na	na	✔	✔	✔	✖	✱	✖	✖	✔	✔	✖	7/10
Pleasure 4X2	13.40	15.45	13.32	15.31	4cyl 2179cc	5M	138	320	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	✖	7/10

Bolt: The two-box version of the Zest. Quite capable, but priced precariously close to established rivals

***TG Choice:** The **XT Petrol** should do just fine.*

L: 382.5cm **W:** 169.5 cm **H:** 156.2cm **Boot:** 210 litres **Fuel Tank:** 44 litres, **Ground Clearance:** 16.5cm **Also try:** Hyundai Grand i10, Maruti Swift

XE Petrol	4.43	4.45*	4.50	5.55	4cyl 1193cc	5M	88	140	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
XM Petrol	5.15	5.16*	5.22	6.38	4cyl 1193cc	5M	88	140	na	na	na	✖	✔	✔	✖	✱	✖	✔	✖	✔	✖	7/10
XMS Petrol	5.40	5.40*	5.46	6.66	4cyl 1193cc	5M	88	140	na	na	na	✔	✔	✔	✖	✱	✖	✔	✖	✔	✖	7/10
XT Petrol	6.07	6.06*	6.14	7.46	4cyl 1193cc	5M	88	140	na	na	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	✖	7/10
XE Diesel	5.52	5.50*	5.59	6.90	4cyl 1248cc	5M	74	190	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
XM Diesel	6.15	6.11*	6.21	7.64	4cyl 1248cc	5M	74	190	na	na	na	✖	✔	✔	✖	✱	✖	✔	✖	✔	✖	7/10
XMS Diesel	6.38	6.34*	6.45	7.92	4cyl 1248cc	5M	74	190	na	na	na	✔	✔	✔	✖	✱	✖	✔	✖	✔	✖	7/10
XT Diesel	7.05	7.00*	7.12	8.72	4cyl 1248cc	5M	74	190	na	na	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	✖	7/10

Movus: Utilitarian Sumo knocks hard on upmarket SUV doors. Really hard.

***TG Choice: LX** for the sheer value-for-money that the MUV offers.*

L: 442cm **W:** 179 cm **H:** 194cm **Boot:** 150 litres **Fuel Tank:** 65 litres, **Ground Clearance:** 18cm **Also try:** Mahindra Scorpio, Toyota Innova, Chevrolet Tavera

CX	8.11	8.41	8.03	9.73	4cyl 2179cc	5M	119	250	140	18.4	na	✖	✖	✖	✖	⊖	✖	✖	✖	✔	✖	4/10
LX	8.56	8.86	8.46	10.07	4cyl 2179cc	5M	119	250	140	18.4	na	✖	✖	✔	✖	⊖	✖	✔	✖	✔	✖	4/10

Indica eV2: The Indica has more than delivered on the 'more car per car' promise. If only it were more refined.

***TG Choice:** For this price, its rivals have better cars.*

369cm 166.5 cm **H:** 148.5cm 220 litre 37 litres, 16.5cm **Also try** Maruti Suzuki Wagon R, Hyundai i10

LS D	4.00	5.28	4.16	5.60	4cyl 1396cc	5M	70	140	140	16.44	15	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	4/10
LX D	5.34	5.65	5.93	6.11	4cyl 1396cc	5M	70	140	140	16.44	15	✖	✖	✔	✖	✱	✖	✔	✔	✔	✖	4/10

Indica Vista: A completely new platform offering more space and refined new engines to go with it.

***TG Choice: VX** with the brilliant diesel engine from Fiat.*

L: 379.5cm **W:** 169.5 cm **H:** 155cm **Boot:** 232 litre **Fuel Tank:** 37 litres **Ground Clearance:** 16.5cm **Also try:** Maruti Suzuki Swift, Fiat Punto

LS	4.99	4.50	4.96	6.61	4cyl 1248cc	5M	74	190	na	15.62	15.3	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
VX Tech	6.94	6.83*	6.91	7.39	4cyl 1248cc	5M	74	190	na	15.62	15.3	✖	✔	✔	✖	✱	✖	✔	✖	✖	✖	5/10

Indigo eCS: Smallest sedan on the market is more like a hatch with a boot.

***TG Choice: eLSD** the variant sounds cooler than the actual car.*

L: 399cm **W:** 193cm **H:** 154cm **Boot:** 300 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 16.5cm **Also try:** Inventing a segment.

eGLX P	4.86	5.21	4.83	5.53	4cyl 1193cc	5M	64	100	na	na	na	✖	✖	✔	✖	✖	✖	✔	✖	✔	✖	4/10
eGLS P	5.09	5.45	5.93	5.78	4cyl 1193cc	5M	64	100	na	na	na	✖	✔	✔	✖	✱	✖	✔	✖	✔	🔊	4/10

Buyers Guide continued ▶

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Tata continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LS D	5.36	6.20	5.68	6.61	4cyl 1399cc	5M	69	140	na	16.5	16.3	✗	✗	✓	✗	✗	✗	✓	✗	✓	✗	4/10
VX D	5.87	6.45	5.08	6.92	4cyl 1399cc	5M	69	140	na	16.5	16.3	✗	✓	✓	✗	✓	✗	✓	✗	✓	◀)	4/10

Nano: Gets a much-needed shot in the arm with the introduction of an AMT. A much nicer package now

TG Choice: *The **XTA** is the perfect choice for the city. Well-equipped, too.*

L: 310cm **W:** 150 cm **H:** 165.2cm **Boot:** 94-110 litre **Fuel Tank:** 15 litres **Ground Clearance:** 18cm **Also try:** Maruti Suzuki Alto, Chevrolet Spark, public transport

XE	2.14	1.99	2.16	2.61	2cyl 624cc	4M	37	51	105	29.6	19.3	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
XM CNG	na	2.25	na	3	2cyl 624cc	4M	37	51	105	30.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	–
XT	2.62	2.49*	2.63	3.19	2cyl 624cc	4M	37	51	105	30.4	na	✗	✗	✗	✗	✓	✗	✓	✗	✓	✗	6/10
XMA	2.81	2.69*	2.82	3.43	2cyl 624cc	5AMT	37	51	105	30.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	6/10
XTA	3	2.89*	3	3.66	2cyl 624cc	5AMT	37	51	105	30.4	na	✗	✗	✗	✗	✓	✗	✓	✗	✓	✗	6/10

Manza: Sedan derivative of the Indica Vista, the big rear means it can gobble down huge amounts of luggage. 77

TG Choice: *Go for the Quadrajet Aqua, as this will fulfill most of your requirements of a daily runabout.*

L: 441cm **W:** 170cm **H:** 155cm **Boot:** 460 litres **Fuel Tank:** 44 litres, **Ground Clearance:** 16.5cm **Also try:** Mahindra Verito, Maruti DZire.

Safire GLX	5.66	6.32	5.66	7.47	4cyl 1368cc	5M	89	115	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
Safire GVX	6.02	6.72	6.02	7.92	4cyl 1368cc	5M	89	115	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✓	✗	6/10
Safire GEX	7.12	8.10	7.11	9.05	4cyl 1368cc	5M	89	115	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	◉	6/10
Quadrajet LX	6.44	7.55	6.44	8.39	4cyl 1248cc	5M	89	200	160	14.22	14	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	6/10
Quadrajet VX	6.89	8.50	6.89	9.17	4cyl 1248cc	5M	89	200	160	14.22	14	✓	✓	✗	✗	✓	✗	✓	✗	✓	✗	6/10
Quadrajet EX	7.98	9.29	7.98	10.31	4cyl 1248cc	5M	89	200	160	14.22	14	✓	✓	✓	✗	✓	✗	✓	✓	✓	◉	6/10

Safari Storme: Big, heavy, ponderous and somehow likeable. Colossal comfort, great off-road ability.

TG Choice: ***VX 4x4*** *as it's a great off-roader and can go places without fearing the terrain.*

L: 465cm **W:** 193cm **H:** 192.2cm **Boot:** 980 litres **Fuel Tank:** 55litres, **Ground Clearance:** 20.5cm **Also try:** Mahindra Scorpio, Ford Endeavour

LX 4x2	10.30	9.95*	10.30	13.07	4cyl 2179cc	5M	138	320	na	14.2	10.5	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
EX 4x2	11.22	10.82*	11.21	14.01	4cyl 2179cc	5M	138	320	na	14.2	10.5	✗	✗	✓	✗	✗	✗	✓	✗	✓	✗	6/10
VX 4x2	13.00	12.40*	12.98	15.87	4cyl 2179cc	5M	138	320	na	14.2	10.5	✗	✓	✓	✗	✓	✓	✓	✓	✓	◉	6/10
VX 4x4	14.32	13.67*	14.30	17.45	4cyl 2179cc	5M	138	320	na	15.13	10	✓	✓	✓	✗	✓	✓	✓	✓	✓	◉	6/10

Zest: A compact sedan available with a turbo-petrol motor, and an automated manual 'box, but only with a diesel engine for now

TG Choice: ***XMA*** *as it's got the perfect combination of a diesel motor paired to an automated manual gearbox that makes life easy.*

L: 399.5cm **W:** 170.6cm **H:** 157cm **Boot:** 390 litres **Fuel Tank:** 44litres **Ground Clearance:** 17.5cm **Also try:** Hyundai Xcent, Honda Amaze, Maruti DZire

XE 1.2 P	4.63	4.64*	4.68	6.07	4cyl 1193cc	5M	89	140	na	na	na	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	7/10
XM 1.2 P	5.25	5.25*	5.31	6.81	4cyl 1193cc	5M	89	140	na	na	na	✗	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
XMS 1.2 P	5.43	5.43*	5.49	7.05	4cyl 1193cc	5M	89	140	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
XT 1.2 P	6.01	5.99*	6.06	7.75	4cyl 1193cc	5M	89	140	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◀)	7/10
XE 1.3 D	5.67	5.64*	5.73	7.39	4cyl 1248cc	5M	74	190	na	na	na	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	7/10
XM 1.3 D	6.31	6.27*	6.37	8.20	4cyl 1248cc	5M	89	200	na	na	na	✗	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
XMS 1.3 D	6.49	6.45*	6.55	8.34	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
XMA 1.3 D	7.05	6.99*	7.10	9.08	4cyl 1248cc	5A	89	200	na	na	na	✗	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
XT 1.3 D	7.05	6.99*	7.10	9.13	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◀)	7/10

TOYOTA **Dealers** 152 **Warranty** na **Website** www.toyotabharat.com

Company description: *Massive world-player but also churns out the reliably unexceptional in frightening numbers.*

TG Awards: **-**

Camry: The handsome new Camry is fast and spacious, and has a great cabin.

Build: Assembled

TG Choice: *The Hybrid is you want low running costs.*

L: 482.5cm **W:** 182.5cm **H:** 148cm **Boot:** 484 litres **Fuel Tank:** 70 litres, **Ground Clearance:** 16cm **Also try:** Nissan Teana, VW Passat, Hyundai Sonata

Hybrid	29.36	29.75	29.12	33.56	4cyl 2494cc	6A	202	213	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	6/10
2.5l	25.46	24.77	25.08	28.95	4cyl 2494cc	6A	178	233	na	8.93	9.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10

Corolla Altis: The new one is not all-new but still very good. Altis is a refined, comfortable businessman's sedan.

TG Choice: *The **diesel GL** would be just fine, as Corollas are usually chauffeur-driven.*

L: 454cm **W:** 176cm **H:** 147.5cm **Boot:** 475 litres **Fuel Tank:** 55 litres, **Ground Clearance:** 17.5cm **Also try:** Chevrolet Cruze, Renault Fluence.

JS	12.19	13.79	12.20	14.52	4cyl 1798cc	6M	138	173	na	na	na	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	7/10
G	13.94	15.78	13.96	16.68	4cyl 1798cc	6M	138	173	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	◀)	7/10
GL	15.58	17.65	15.60	18.64	4cyl 1798cc	6M	138	173	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	✓	◉	7/10
G (CVT)	15.24	17.26	15.26	18.23	4cyl 1798cc	7A	138	173	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◀)	7/10
V L	17.09	19.36	17.11	20.44	4cyl 1798cc	7A	138	173	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10
D-4D J	13.27	15.02	13.29	16.10	4cyl 1364cc	6M	87	205	na	na	na	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	7/10
D-4D G	15.24	17.26	15.26	18.49	4cyl 1364cc	6M	87	205	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◀)	7/10
D-4D GL	16.88	19.12	16.90	20.48	4cyl 1364cc	6M	87	205	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	◉	7/10
D-4DJS	13.84	15.67	13.86	16.79	4cyl 1364cc	6M	87	205	na	na	na	✓	✓	✓	✓	✓	✓	✓	✗	✓	✗	7/10

Etios: Made not to excite but just smack you with the practicality and comfort of a Toyota.

TG Choice: *The **V** should be just fine as this car is for people who put logic over excitement.*

L: 426.5cm **W:** 169.5 cm **H:** 151cm **Boot:** 595 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 17cm **Also try:** Maruti Swift DZire, Mahindra Verito

J	5.35	5.46	5.40	6.64	4cyl 1496cc	5M	89	132	180	11.2	12.9	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	4/10
G	5.89	6	5.96	7.25	4cyl 1496cc	5M	89	132	180	11.2	12.9	⊖	⊖	✓	✗	✗	✗	✓	✗	✗	✗	4/10
V	6.61	7.22	6.65	8.04	4cyl 1496cc	5M	89	132	180	11.2	12.9	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	4/10
VX	6.99	7.72	7.04	8.49	4cyl 1496cc	5M	89	132	180	11.2	12.9	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	4/10

*Indicates Ex-showroom prices for Mumbai and Delhi ✓ Yes ✗ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

◀ Toyota continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
GD	6.97	7.30	7.04	8.58	4cyl 1364cc	5M	67	170	170	na	na	⊖	⊖	✔	✖	✖	✖	✔	✖	✖	✖	4/10
VD	7.68	8.39	7.73	9.38	4cyl 1364cc	5M	67	170	170	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	4/10
VXD	8.07	8.90	8.12	9.85	4cyl 1364cc	5M	67	170	170	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	4/10

Etios Liva: A practical, no-nonsense family car that we need, but not necessarily want.

TG Choice: *The **V** makes perfect sense for a hatchback that tilts more towards practicality.*

L: 377.5cm **W:** 169cm **H:** 151cm **Boot:** 251 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 17cm **Also try:** Maruti Swift, Maruti Ritz, VW Polo.

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
GD	6.11	6.20	6.14	7.48	4cyl 1364cc	5M	67	170	160	na	na	✖	⊖	✔	✖	✔	✖	✔	✖	✖	✖	5/10
J	4.63	4.48	4.65	5.62	4cyl 1197cc	5M	79	104	na	14.33	14.4	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
G	4.85	5.12	4.88	5.87	4cyl 1197cc	5M	79	104	na	14.33	14.4	✖	⊖	✔	✖	✔	✖	✔	✖	✖	✖	5/10
V	5.64	5.63	5.64	6.77	4cyl 1197cc	5M	79	104	na	14.33	14.4	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	5/10
VX	6.02	6.57	6.02	7.22	4cyl 1197cc	5M	79	104	na	14.33	14.4	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	5/10
Cross V	7.46	8.25	7.46	8.93	4cyl 1496cc	5M	89	132	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	5/10
Cross VD	7.46	8.44	7.46	9.08	4cyl 1364cc	5M	67	170	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	5/10

Fortuner: Brutal power and great value. Interiors are practical but not very well finished. Powerful engine though.

TG Choice: *Despite two new variants, we would still stick to the old school 4x4 Manual.*

L: 470.5cm **W:** 184cm **H:** 185cm **Boot:** na **Fuel Tank:** 80 litres, **Ground Clearance:** 22 cm **Also try:** Ford Endeavour, Honda CR-V, Chevrolet Captiva

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
4x4 Manual	23.41	22.93	23.36	28.74	4cyl 2982cc	5M	168	343	170	11.2	12	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	5/10
4x2 Auto	23.15	24.10	23.10	28.41	4cyl 2982cc	4A	168	360	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	5/10
4x2 Manual	22.78	24.50	22.11	27.21	4cyl 2982cc	5M	168	343	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	5/10

Innova: Incredible. Does absolutely everything, and does it with gusto. Also available in CNG variant for ₹85,000 extra.

TG Choice: ***VX 7S,*** *as it comes with all the creature comforts, and captain seats at the back.*

L: 455.5cm **W:** 177cm **H:** 176cm **Boot:** na **Fuel Tank:** 55 litres, **Ground Clearance:** 17.5cm **Also try:** Mahindra Scorpio, Tata Sumo Grande, Mahindra Xylo

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
GX 7S D	12.53	12.33	12.55	15.15	4cyl 2494cc	5M	100	200	na	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	🔊	6/10
GX 8S D	12.59	12.37	12.60	15.21	4cyl 2494cc	5M	100	200	na	na	na	✖	✖	✔	✔	✖	✖	✔	✖	✖	🔊	6/10
VX 7S D	14.63	14.38	14.57	17.64	4cyl 2494cc	5M	100	200	na	na	na	✖	✖	✔	✔	✔	✖	✔	✖	✖	◉	6/10
VX 8S D	14.67	14.42	14.61	17.69	4cyl 2494cc	5M	100	200	na	na	na	✔	✖	✔	✔	✔	✖	✔	✔	✔	◉	6/10
Z	15.16	na	15.10	18.28	4cyl 2494cc	5M	100	200	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10

Land Cruiser Prado: Big, thirsty and not ballerina-like on-road, but a great SUV despite that.

Build: Import

TG Choice: *Try the Mitsubishi Montero, it's a better SUV on and off the road.*

L: 478.0cm **W:** 188.5cm **H:** 188cm **Boot:** 620 litres **Fuel Tank:** 87 litres, **Ground Clearance:** 22cm **Also try:** Mitsubishi Montero, Volvo XC 90

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Prado	86.14	84.87*	85.87	98.51	4cyl 2982cc	5A	170	410	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	5/10

Land Cruiser: Bigger, thirstier version of the Prado, with a V8. The best off-roader that money can buy.

Build: Import

TG Choice: *Comes with a long list of features to choose from, only one engine option, the **V8 diesel**.*

L: 495cm **W:** 187 cm **H:** 186.5cm **Boot:** na **Fuel Tank:** 83 litres, **Ground Clearance:** 22cm **Also try:** Mercedes GL-Class, Audi Q7

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
V8	115	85*	115.5	103	8cyl 4461cc	6A	261	650	na	11.4	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◉	6/10

Prius: Toyota gets its green face to India at a price. Well, who said going green was cheap?

Build: Import

TG Choice: *Any variant you choose, you'll have done your bit for Mother Nature.*

L: 446cm **W:** 174.5cm **H:** 152.5cm **Boot:** na **Fuel Tank:** 45 litres, **Ground Clearance:** NA **Also try:** Nothing yet.

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Z3	27	30.7	27	32	4cyl 1798cc	6A	98	149	na	na	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	◉	6/10
Z4	28	32.22	28	34	4cyl 1798cc	6A	98	149	na	na	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	◉	6/10

VOLKSWAGEN

Dealers 110 **Warranty** 2yrs/ unlimited km **Website** www.volkswagen.co.in

Company description: *The international giant has been getting good response in India , thanks to German engineering with an affordable pricetag.*

TG Awards: ***Most improved car of the year 2014: Polo GT TSI***
'It's like watching a good ol' movie from the 1960s in technicolor'

Jetta: More than just a bigger Vento, even if some equipment is missing.

Build: Assembled

TG Choice: *Highline AT, pity there's no auto in the other variants.*

L: 464.4cm **W:** 177.7 cm **H:** 145.3cm **Boot:**na **Fuel Tank:** 55 litres , **Ground Clearance:** 13.9cm **Also try:** Toyota Corolla Altis

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Trendline	14.37	16.40	14.31	18.35	4cyl 1968cc	6M	139	320	206	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	5/10
Comfortline	15.79	18	15.72	20.64	4cyl 1968cc	6M	139	320	187	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	🔊	5/10
Highline	17.36	19.80	17.29	22.90	4cyl 1968cc	6M	139	320	187	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	5/10
Highline AT	18.18	20.68	18.10	24.33	4cyl 1968cc	6A	139	320	187	10.1	10	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	5/10
Trendline P	13.84	13.60*	13.84	16.61	4cyl 1390cc	6M	121	200	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	6/10
Comfortline P	15.33	15.07*	15.33	18.39	4cyl 1390cc	6M	121	200	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	🔊	6/10

Polo: Smart, sophisticated, German. Sticks to all the norms and is affordable too.

TG Choice: *The **GT TSI** is our pick of the lot.*

L: 397cm **W:** 168.2cm **H:** 146.9cm **Boot:** 280 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 16.8cm **Also try:** Hyundai i20, Honda Jazz, Fiat Punto, Maruti Swift

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.2 Trendline P	4.57	6.05	4.6	6.38	3cyl 1198cc	5M	74	110	175	14.47	14.3	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	5/10
1.2 Comfortline P	5.1	6.69	5.1	7.10	3cyl 1198cc	5M	74	110	175	14.47	14.3	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	5/10
1.2 Highline P	6.04	7.38	6.1	7.59	3cyl 1198cc	5M	74	110	175	14.47	14.3	✔	✔	✔	✖	✔	✖	✔	✔	✔	🔊	5/10
1.5 Trendline D	5.6	7.54	5.63	8.08	4cyl 1498cc	5M	88	230	160	13.6	14	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	6/10
1.5 Comfortline D	6.1	8.22	6.15	8.82	4cyl 1498cc	5M	88	230	160	13.6	14	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	6/10
1.5 Highline D	7.06	8.74	7.12	9.31	4cyl 1498cc	5M	88	230	160	13.6	14	✔	✔	✔	✔	✔	✖	✔	✔	✔	🔊	6/10
1.2 GT TSI	na	9.50	na	9.91	4cyl 1197cc	7A	103	175	172	10.85	12.7	✔	✔	✔	✔	✔	✖	✔	✔	✔	🔊	7/10
1.5 GT TDI	8.22	9.83	8.22	10.08	4cyl 1498cc	5M	103	250	180	10.27	13	✔	✔	✔	✔	✔	✖	✔	✔	✔	🔊	7/10
Cross Polo	na	9.36	na	8.29	3cyl 1199cc	5M	74	180	na	15.66	15.9	✔	✔	✔	✔	✔	✖	✔	✔	✔	🔊	5/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Volkswagen continued

Vento: Fantastic value for a VW sedan; tarmac-smothering ride and still a great looker.

TG Choice: 1.5 Highline diesel, *for German build quality with diesel economy.*

L: 438.4cm **W:** 169.9 cm **H:** 146.6cm **Boot:** 527 litres **Fuel Tank:** 55 litres, **Ground Clearance:** 16.8cm **Also try:** Hyundai Verna, Honda City, Maruti SX4, Fiat Linea, Ford Fiesta

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.2 TSI	na	11.83	na	12.30	4cyl 1197cc	7A	103	175	172	11.52	12.45	✔	✔	✔	✔	✱	✔	✔	✔	✔	🔊	7/10
1.6 Trendline P	7.12	9.26	7	9.24	4cyl 1498cc	5M	103	153	185	na	na	✖	✖	✔	✖	✖	✖	✔	✖	✖	🔊	6/10
1.6 Highline P	8.23	10.68	8.3	10.86	4cyl 1498cc	5M	103	153	185	na	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	🔊	6/10
1.5 Trendline D	8.12	10.48	8.06	10.89	4cyl 1498cc	5M	103	250	na	na	na	✖	✖	✔	✖	✖	✖	✔	✖	✖	🔊	7/10
1.5 Highline D	9.23	12.04	9.31	12.53	4cyl 1498cc	5M	103	250	na	na	na	✔	✔	✔	✔	✱	✖	✔	✔	✔	🔊	7/10
1.5 Comfortline D	9.05	11.16	9.01	11.96	4cyl 1498cc	5M	103	250	na	na	na	✔	✔	✔	✖	✔	✖	✔	✖	✔	🔊	7/10
1.5 Comfortline D DSG	9.05	11.16	9.01	13.23	4cyl 1498cc	7A	103	250	na	11.5	15	✔	✔	✔	✖	✔	✖	✔	✖	✔	🔊	7/10
1.5 Highline D DSG	9.05	11.16	9.01	13.80	4cyl 1498cc	7A	103	250	na	11.5	15	✔	✔	✔	✔	✱	✖	✔	✖	✔	🔊	7/10

VOLVO **Dealers** 15 **Warranty** 2yrs/60,000km **Website** www.volvocars.com/in

Company description: *The company has been very subtle with its presence, just like its cars, but things are changing with the S60 and the XC60.*

TG Awards: **-**

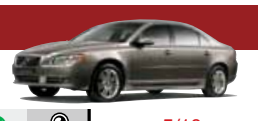
S60: The S60 comes as a breath of fresh air; it's a comfortable tourer and a worthy adversary to the German trio. *Build: Import*

TG Choice: Kinetic D4, *comes pretty well equipped minus the leather seats.*

L: 463.5cm **W:** 209.7 cm **H:** 148.4cm **Boot:** 380 litres **Fuel Tank:** 67.5 litres, **Ground Clearance:** 13.6cm **Also try:** Audi A4, Merc C-Class, BMW 3 series, and perhaps a vault

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D4 Kinetic	25.50	28.88	na	46.47	5cyl 1984cc	6A	160	400	220	9	11.2	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
D4 Momentum	28.5	32.32	na	49.88	5cyl 1984cc	6A	163	400	220	9	11.2	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	6/10
D5 Inscription	31.60	35.76	na	53.82	5cyl 2400cc	6A	211	440	230	8.1*	14.1*	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
T6	na	42*	na	55.98	4cyl 1969cc	8A	302	400	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	-

S80: Stealth luxury car that promises top-flight comfort and safety, and decent dynamics. At a great price. *Build: Import*



TG Choice: D5 *is a good engine, S-Class luxury at E-Class price.*

L: 485.1cm **W:** 210 cm **H:** 149.3cm **Boot:** 480 litres **Fuel Tank:** 70 litres, **Ground Clearance:** 14.8cm **Also try:** Audi A6, BMW 5-Series, Mercedes-Benz E-Class

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D4 Kinetic	33.90	38.32	na	na	5cyl 1984cc	6A	163	400	240	9.6	10.8	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	5/10
D4 Summum	na	na	na	57.57	5cyl 1984cc	6A	163	400	240	9.6	10.8	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	5/10
D5 Summum	40.00	45.19	na	62.28	5cyl 2400cc	6A	202	400	225	9	13.7	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	5/10

XC60: If you crash this car, you're either unfit to drive or you're running an insurance scam. *Build: Import*

TG Choice: *Comes with a long list of optional features.*

L: 464.4cm **W:** 163 cm **H:** 171.3cm **Boot:** 495 litres **Fuel Tank:** 70 litres, **Ground Clearance:** 21cm **Also try:** Audi Q5, BMW X3, Land Rover Freelander

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D4 Kinetic	35.95	40.62	na	58.08	5cyl 2400cc	6A	160	400	220	10.5	10.2	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	5/10
D4 Summum	42.00	49.10	na	62	5cyl 2400cc	6A	211	440	200	7.8	11.1	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	6/10
D5 Summum	42.00	49.10	na	66.60	5cyl 2400cc	6A	211	440	200	7.8	11.1	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	6/10

XC90: All-new avatar moves the game forward. Is now a real threat to its German compatriots *Build: Import*

TG Choice: Inscription, *if you want to treat yourself to the finest of Swedish luxury.*

L: 462.1cm **W:** 163.2 cm **H:** na **Boot:** 615 litres **Fuel Tank:** 70 litres, **Ground Clearance:** 21cm **Also try:** Mercedes-Benz M-Class, BMW X5, Audi Q7

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Momentum	na	na	na	64.90*	4cyl 1969cc	8A	222	470	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10
Inscription	na	na	na	77.90*	4cyl 1969cc	8A	222	470	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10

V40: A Swedish hatch that looks rather good and is backed by strong driving dynamics. *Build: Import*

TG Choice: *Depends on your usage, really. There's a petrol and a diesel (and a 'cross' version), so you pick.*

L: 437cm **W:** 178.3 cm **H:** 145.8cm **Boot:** 335 litres **Fuel Tank:** 60 litres, **Ground Clearance:** na **Also try:** Mercedes-Benz B-Class, Mini Countryman D

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D3 Cross Country	na	28.5*	na	44.22	5cyl 1984cc	6A	148	350	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
T4 Cross Country	na	27*	na	27*	4cyl 1596cc	6A	177	240	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	-
Kinetic	na	24.75*	na	33.36	5cyl 1984cc	6A	150	350	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	7/10
R-Design	na	27.70*	na	37.23	5cyl 1984cc	6A	150	350	na	na	na	✔	✔	✔	✔	✱	✔	✔	✔	✔	◉	8/10

Buyers Guide continued ▶

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TOPGEAR NEW BIKE GUIDE

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BAJAJ

Dealers na **Warranty** na **Website** www.bajajauto.com

Company description: *The Pulsar saw them shoot to fame and they've kept the momentum going with frequent updates.*

TG Awards: -

Avenger: The Eliminator with a Pulsar 220 DTS-i engine. It's swanky and seen as a true-blue affordable cruiser.

L: 201.2cm **Seat Height:** na. **Wheelbase:** 127.1cm **Weight:** 129kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** The Enfield range

	Price				Numbers							Features								TG RATING
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	
220	0.78	0.76	0.77	0.96	1cyl 220cc	5M	19.03	17.5	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	5/10

Discover: Bajaj's salvo in the exec segment. Quite a looker if you opt for alloys and disc-brake variant.

L: 204cm **Seat Height:** 795 **Wheelbase:** 130.5cm **Weight:** 118kg **Wheel size:** 17inches **Fuel tank:** 8 litres **Also try:** Gladiator, Victor 125, Glamour

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
100 M	0.49	0.48	0.48	0.62	1cyl 102cc	4M	9.2	9.2	na	na	70	✖	✔	✖	✖	✖	⊖	✔	✖	5/10
125 M	0.51	0.50	0.49	0.68	1cyl 124cc	5M	13	10.8	na	na	na	⊖	⊖	✔	✔	✔	✖	⊖	✖	7/10
150 F	na	na	na	0.73	1cyl 145cc	5M	14.3	12.75	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✖	7/10
150 S	na	na	na	na	1cyl 145cc	5M	14.3	12.75	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✖	7/10

Pulsar: Arguably, India's most popular bike for those who crave power and flamboyance. Near-perfect bike, fast, fun and practical.

L: 203cm **Seat Height:** na **Wheelbase:** 132cm **Weight:** 137-165kg **Wheel size:** 17inches **Fuel tank:** 15litres **Also try:** Unicorn, CBZ X-treme, Apache

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
135 LS	0.60	0.58	0.59	0.76	1cyl 134cc	5M	13.5	11.4	na	na	35	✔	✔	✔	✔	✔	✔	⊖	✔	6/10
150	0.67	0.66	0.67	0.85	1cyl 149.5cc	5M	15.06	12.5	na	na	52.6	✔	✔	✔	✖	✔	✔	⊖	✖	4/10
180	0.70	0.69	0.70	0.81	1cyl 178cc	5M	17	14.22	na	na	45	✔	✔	✔	✖	✔	✔	⊖	✔	4/10
220	0.83	0.81	0.82	1.02	1cyl 220cc	5M	21	19.2	na	na	35	✔	✔	✔	✔	✔	✔	⊖	✔	5/10
200NS	0.86	0.84	0.85	0.99	1cyl 200cc	5M	23	18.3	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	7/10
RS200 ABS	1.30	1.30	1.30	1.54	1cyl 199.5cc	5M	24	18.6	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	7/10
AS150	0.86	0.84	0.85	0.99	1cyl 149.5cc	5M	17	13	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	7/10
AS200	1.30	1.30	1.30	1.30	1cyl 199.5cc	5M	23	18	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	7/10

BENELLI

Dealers 9 **Warranty** na **Website** www.dskbenelli.com

Company description: *Say hello to the other Italian bikemaker: Benelli is now in India, with its entire range of TNT motorcycles.*

TG Awards: -

TNT 300: The most affordable twin-cylinder Italian in our land.

L: 213cm **Seat Height:** na **Wheelbase:** 141cm **Weight:** 196kg **Wheel size:** 17inches **Fuel tank:** 16litres **Also try:** Kawasaki Z250

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
300	3.53	3.37	2.88	3.54	2cyl 300cc	6M	37.7	26.5	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	7/10

TNT 600i: The world of four-cylinder motorcycles is now more accessible, thanks to the reasonably-priced 600i

L: 216cm **Seat Height:** na. **Wheelbase:** 148cm **Weight:** 231kg **Wheel size:** 17inches **Fuel tank:** 15litres **Also try:** Kawasaki er-6N

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
600i	6.12	5.96	5.24	6.15	4cyl 600cc	6M	84	54.6	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	7/10

TNT 600GT: Think 600i with a half-fairing and hard saddlebags, but only better in every single way.

L: 215cm **Seat Height:** na **Wheelbase:** 147cm **Weight:** 243kg **Wheel size:** 17inches **Fuel tank:** 27litres **Also try:** Kawasaki Ninja 650

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
600GTS	6.67	6.50	6.09	6.70	4cyl 600cc	6M	84	54.6	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	8/10

TNT 899: A characterful, large-hearted three-pot naked that's priced a little too high.

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 16litres **Also try:** Kawasaki Z800 and Z1000

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
899	10.94	10.77	9.65	11	3cyl 898cc	6M	na	na	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	7/10

TNT R: The pinnacle of the TNT range. Massive, eye-catching (in gold), and just as explosive as the name.

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 16litres **Also try:** Triumph Speed Triple

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
1130	13.55	13.36	12.02	13.63	3cyl 1131cc	6M	na	na	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	7/10

BMW

Dealers na **Warranty** na **Website** www.motorrad-navnitmotors.in

Company description: *Today, Bavaria's famed two-wheeled company still makes their ever-lovin' boxer-engined monuments.*

TG Awards: ***Superbike of the year 2011: BMW R1200GS***
'The BMW R1200 GS spans the whole range of split personalities, from tyre burner to world traveller.'

Enduro: A real-life legend. Will go on forever, taking a couple of armageddons in its stride.

L: 221/224cm **Seat Height:** 85/89cm **Wheelbase:** na **Weight:** 234/259kg **Wheel size:** 17inches **Fuel tank:** 20/33litres **Also try:** Ducati Multistrada

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
R 1200 GS	na	na	na	29.23*	2cyl 1170cc	6M	110	120	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
R 1200 GS Adventure	na	na	na	29.98*	2cyl 1170cc	6M	110	120	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Roadster: Hooliganism, the BMW way – pick a boxer or a more conventional inline-four.

L: 214/222cm **Seat Height:** 80/82cm **Wheelbase:** na **Weight:** 227/243kg **Wheel size:** 17inches **Fuel tank:** 18/19litres **Also try:** Honda CB1000R

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
R 1200 R	na	na	na	23.86*	2cyl 1170cc	6M	110	119	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
K 1300 R	na	na	na	26.88*	4cyl 1293cc	6M	173	140	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Sport: Quite simply, the best litre-bike there is.

L: 205cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 204kg **Wheel size:** 17inches **Fuel tank:** 17.5litres **Also try:** Honda CBR1000RR, Suzuki GSX-R 1000

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
S1000 RR	na	na	na	28.32*	4cyl 999cc	6M	193	112	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai

TOPGEAR NEW BIKE GUIDE

▶ BMW continued

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
K1300 S	na	na	na	28.10*	4cyl 1293cc	6M	172	140	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Tour: Long-range missiles. The only question is, two cylinders or six?

L: 223cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 263kg **Wheel size:** 17inches **Fuel tank:** 25litres **Also try:** Suzuki Hayabusa

K 1600 GT	na	na	na	35.78*	6cyl 1649cc	6M	158	175	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
K 1600 GTL	na	na	na	39.19*	6cyl 1649cc	6M	158	175	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

DUCATI

Dealers 3 **Warranty** na **Website** www.ducati.com

Company description: *Indian Ducatisti, rejoice! The Italians have returned in full force. No Multistrada for the moment, though.*

TG Awards: -

Monster: The most iconic modern-day Ducati. The 821 has now joined the ranks.

L: 210cm **Seat Height:** 77cm **Wheelbase:** 145cm **Weight:** 188kg **Wheel size:** 17 inches **Fuel tank:** 13 litres **Also try:** Benelli TNT 899, Kawasaki Z800

795	na	7.57	na	6.57*	2cyl 803cc	6M	85	78	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
796 S2R	na	8.70	na	6.57*	2cyl 803cc	6M	87	78	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
821	na	10.96	na	6.57*	2cyl 821cc	6M	110	89	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	7/10

Hypermotard: A Ducati that's really pushing the limits. Loaded to the gills with kit.

L: 209.5cm **Seat Height:** 83cm **Wheelbase:** 149cm **Weight:** 204kg **Wheel size:** 17 inches **Fuel tank:** 16 litres **Also try:** Triumph Tiger 800

Hypermotard	na	11.58	na	11.16*	2cyl 821cc	6M	108.6	89	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
Hyperstrada	na	12.65	na	11.16*	2cyl 821cc	6M	108.6	89	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-

Diavel: Now refreshed, the Diavel is just as big and bad as it used to be.

L: 223.5cm **Seat Height:** 77cm **Wheelbase:** 158cm **Weight:** 234kg **Wheel size:** 17 inches **Fuel tank:** 17 litres **Also try:** Hitching a ride with the devil

Dark	na	15.90	na	14.02*	2cyl 1198cc	6M	160	130	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
Carbon Red	na	19.45	na	14.02*	2cyl 1198cc	6M	160	130	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
Carbon White	na	19.98	na	14.02*	2cyl 1198cc	6M	160	130	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-

Panigale: Road-going version of Ducati's WSBK entry. Promises to be a blast to ride.

L: 207cm **Seat Height:** 83cm **Wheelbase:** 143.7cm **Weight:** 190kg **Wheel size:** 17 inches **Fuel tank:** 17 litres **Also try:** BMW S1000RR, Yamaha R1

1299	na	na	na	32.94*	2cyl 1285cc	6M	202	144	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
899	na	14.99	na	11.16*	2cyl 898cc	6M	148	99	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-

Scrambler: There was a Scrambler back in the day, and this new one's just as simple (and as much fun) as the original.

L: 216.5cm **Seat Height:** 79-77cm **Wheelbase:** 144.5cm **Weight:** 186kg **Wheel size:** 17 inches **Fuel tank:** 13.5 litres **Also try:** Triumph Bonneville

Icon Red	na	7.61	na	na	2cyl 803cc	6M	74	68	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	8/10
Icon Yellow	na	7.72	na	na	2cyl 803cc	6M	74	68	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	8/10

HARLEY-DAVIDSON

Dealers 5 **Warranty** na **Website** www.harley-davidson.in

Company description: *They define cruisers. Local assembly has allowed them to drop prices and made their bikes even more appealing.*

TG Awards: ***Value for Money Bike of the Year 2015: Street 750***
'It proves that the terms 'cost-effective' and 'Harley-Davidson' can be used in the same sentence.'

CVO: A full-blown tourer fitted with every last bell and whistle from Milwaukee. Mind-numbingly expensive.

L: 235.7cm **Seat Height:** 64.7cm **Wheelbase:** 163cm **Weight:** 302.5kg **Wheel size:** 19inches **Fuel tank:** 17litres **Also try:** Sporter range, Honda CB 1000R, Yamaha

CVO	na	na	na	56.22	2cyl 1801cc	6M	na	156	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-

Dyna: This one's on a diet and has all unnecessary weight sawed off. Great if you aren't much of a fan of bulky tourers

L: 235.7cm **Seat Height:** 64.7cm **Wheelbase:** 163cm **Weight:** 302.5kg **Wheel size:** 19inches **Fuel tank:** 17litres **Also try:** Sporter range, Honda CB 1000R, Yamaha

Street Bob	10.38	10.20	10.38	12.21	2cyl 1585cc	6M	na	126	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-
Fat Bob	13.04	12.82	13.04	15.26	2cyl 1585cc	6M	na	126	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	5/10

Softail: Must have one for all Arnie/Terminator fans. Lots of chorme and scope for customisation, not necessarily a comfortable rid

L: 240cm **Seat Height:** 70cm **Wheelbase:** 164cm **Weight:** 328kg **Wheel size:** 17inches **Fuel tank:** 19litres **Also try:** Suzuki Intruder, DYNA range.

Breakout	15.10	14.84	15.10	19	2cyl 1690cc	6M	na	130	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	7/10
Fatboy	15.10	14.84	15.10	17.6	2cyl 1198cc	6M	na	118	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	7/10
Heritage Classic	16.47	16.19	16.47	19.71	2cyl 1198cc	6M	na	118	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	8

Sportster: Still short, sharp-handling motorcycle, although bigger = more power, Always a good thing.

L: 218cm **Seat Height:** 99cm **Wheelbase:** 152cm **Weight:** 254kg **Wheel size:** 19inches **Fuel tank:** 12litres **Also try:** Honda CB 1000R, DYNA range.sx

Super Low	5.95	5.85	5.95	7.56	2cyl 883cc	6M	na	69	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-
Iron 883	6.75	6.64	6.75	8.59	2cyl 883cc	5M	na	69	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-
Forty Eight	8.82	8.67	8.82	10.42	2cyl 1202cc	5M	na	95	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-

Street: H-D's entry motorcycle that looks like a scaled down Night-Rod Special, rides like a mini hot-rod too

L: 222.5cm **Seat Height:** na **Wheelbase:** 153.5cm **Weight:** 222kg **Wheel size:** na **Fuel tank:** 13.1litres **Also try:** Hyosung Aquila GV 650.

Street 750	4.17	4.10	4.17	5.2	2cyl 749cc	6M	na	60	na	na	na	✔	✔	⊖	✔	✔	✔	⊖	✔	8/10

Touring: It's quite literally what the name suggests. You can slap on a lot of touring gear to lug around your house with you.

L: 241cm **Seat Height:** 80cm **Wheelbase:** 161cm **Weight:** 368kg **Wheel size:** 18inches **Fuel tank:** 22litres **Also try:** Heritage Classic, Ultra Classic.

Street Glide	29.51	29	29.51	32.62	2cyl 1198cc	6M	na	118	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW BIKE GUIDE

◀ Harley-Davidson continued

HARLEY-DAVIDSON

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
V-Rod: HD fans have Porsche to thank for this one. One high-revving, smooth-pulling power cruiser, if that's your thing. **L:** 244cm **Seat Height:** 67.5cm **Wheelbase:** 170cm **Weight:** 302kg **Wheel size:** 19inches **Fuel tank:** 18.9litres **Also try:** Ducati Diavel, Yamaha V-Max																				
NightRod Special	22.13	21.75	22.13	25.71	2cyl 1247cc	6M	na	111	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	8/10

HERO

Dealers na **Warranty** 5 years **Website** www.heromotocorp.com

Company description: *'The Honda name has been striked out. Now its Hero vs Honda as the Japanese bike maker tries to grab market share from its old ally.*

TG Awards: -

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Xtreme: There's nothing understated about the bike's looks, quite unlike its predecessor. **L:** 201.2cm **Seat Height:** 79.5cm **Wheelbase:** 127.1cm **Weight:** 129kg **Wheel size:** 17 inches **Fuel tank:** 12.4 litres **Also try:** Honda CB Unicorn, Pulsar 150, Apache																				
Xtreme	0.70	0.71	0.70	0.83	1cyl 149cc	5M	14.4	12.8	na	na	na	✔	✔	✔	✖	✔	✔	⊖	✔	3/10
Sports	na	na	na	0.87	1cyl 149cc	5M	15.6	13.5	na	na	na	✔	✔	✔	✖	✔	✔	⊖	✔	3/10
Hunk: Hero's third variant in the 150cc category. We wonder whether the name makes sense at all **L:** 208cm **Seat Height:** 79.5cm **Wheelbase:** 132cm **Weight:** 146kg **Wheel size:** 17inches **Fuel tank:** 12.4litres **Also try:** Unicorn, Pulsar 150, Apache																				
	0.70	0.69	0.70	0.83	1cyl 149cc	5M	14.4	12.8	na	na	na	✔	✔	✔	✖	✔	✔	⊖	✔	3/10
Ignitor: This is Hero's attempt at stunning you. Looks a bit different, offers more features than the Stunner. **L:** 201cm **Seat Height:** 109.5cm **Wheelbase:** 127cm **Weight:** 129kg **Wheel size:** 17inches **Fuel tank:** na **Also try:** Honda CBF Stunner																				
	0.60	0.59	0.60	0.72	1cyl 124cc	5M	11	11	na	na	na	✔	✔	✖	✔	✔	✔	✖	✖	4/10
Impulse: The only option if you like it dirty. **L:** 210cm **Seat Height:** 83.5cm **Wheelbase:** 136cm **Weight:** 134kg **Wheel size:** 10inches **Fuel tank:** 11.1litres **Also try:** Unicorn, Pulsar 150, Apache																				
	0.70	0.68	0.70	0.82	1cyl 149cc	5M	13	13.4	na	na	na	⊖	✔	✔	✔	✔	✔	⊖	✔	6/10
Karizma: The only challenger to the Pulsar 220 DTS-i. Finally gets a much-needed facelift and fuel-injection system. **L:** 212cm **Seat Height:** 79.5cm **Wheelbase:** 135 **Weight:** 150kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Pulsar 220 DTS-i, Yamaha YZF R-15																				
Karizma R	0.79	0.78	0.79	0.94	1cyl 223cc	5M	17.6	18.3	125	3.8	na	✔	✔	✔	✔	✔	✔	⊖	✖	5/10
ZMR Fi	0.99	0.97	0.99	1.16	1cyl 223cc	5M	17.6	18.3	126	3.7	na	✔	✔	✔	✔	✔	✔	⊖	✖	5/10
Maestro: A testosterone-charged scooter aimed at men. Big size and proven mechanicals. **L:** 178cm **Seat Height:** 77cm **Wheelbase:** 124 **Weight:** 110 **Wheel size:** 10inches **Fuel tank:** 5.3litres **Also try:** Honda Activa, Mahindra Duro, TVS Wego																				
	0.49	0.46	0.48	0.59	1cyl 109cc	V	8	9.1	na	na	43.6	✔	✖	✖	✖	✖	✖	✖	✖	5/10
Passion: A facelifted effort which is still chugging along? The passion is all lost but the will to move on is in abundance. **L:** 198cm **Seat Height:** 78.5cm **Wheelbase:** 123cm **Weight:** 116kg **Wheel size:** 18 inches **Fuel tank:** 12litres **Also try:** Platina, Discover																				
X Pro	0.53	0.52	0.53	0.64	1cyl 109cc	4M	12	9.4	na	na	na	✔	⊖	✔	✖	✔	✔	✖	✖	2/10
Pro	0.51	0.50	0.51	0.61	1cyl 97cc	4M	10.5	7.95	na	na	na	✔	⊖	✔	✖	✔	✔	✖	✖	2/10
Pleasure: Hero's first automatic scooter is aimed at women only! And women are buying it with pleasure. **L:** 175cm **Seat Height:** 76.5 **Wheelbase:** 124.1 **Weight:** 104kg **Wheel size:** 10inches **Fuel tank:** 5 litres **Also try:** Activa, Dio, Wave, Kinetic 4S																				
	0.46	0.42	0.44	0.53	1cyl 102cc	V	7	7.8	na	na	na	✔	✖	✖	✖	✖	⊖	✖	✖	5/10
Splendor: India's commuter bike of choice. Also available as a cafe racer, but take the 'racer' bit with lots of salt **L:** 193-200cm **Seat Height:** 78.5 **Wheelbase:** 123-126.5 **Weight:** 109-130kg **Wheel size:** 18 inches **Fuel tank:** 8.7-13 litres **Also try:** Honda CD 110, Bajaj Discover 100 M																				
Super Splendor	na	na	na	0.65	1cyl 125cc	4M	9	10.3	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10
iSmart	na	na	na	0.63	1cyl 97cc	4M	8	8	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10
Pro	na	na	na	0.60	1cyl 97cc	4M	8	8	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10
Splendor +	na	na	na	0.60	1cyl 97cc	4M	8	8	na	na	na	✖	✖	✖	✖	✖	✖	✖	✖	5/10
Pro Classic	na	na	na	0.61	1cyl 97cc	4M	8	8	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	7/10

HONDA

Dealers na **Warranty** na **Website** www.honda2wheelersindia.com

Company description: *Japanese giants have decided to go the full hog themselves and have motorcycles in every segment.*

TG Awards: ***Scooter of the year 2015: Activa 125***
'There's an amplified premium quotient to the 125, with added power and good levels of comfort.'

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Activa: Bland styling that now looks dated in the face of fresher competition. You could swear on its quality and reliability though. **L:** 176cm **Seat Height:** 76cm **Wheelbase:** 123cm **Weight:** 102kg **Wheel size:** 10inches **Fuel tank:** 5.3litres **Also try:** TVS Jupiter, Suzuki Access																				
Activa 125 Std	0.64	0.60	0.67	0.65	1cyl 124.9cc	V	8.6	10.12	na	na	na	✔	✔	✖	✖	✖	⊖	✖	✖	7/10
Activa 3G	0.57	0.53	0.60	0.58	1cyl 109cc	V	8	9	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	8/10
Activa-i	0.54	0.50	0.55	0.54	1cyl 109cc	V	8	9	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10
Aviator: Just like the Dio, it uses the same engine as in the Activa. But all-new bodywork that's supposed to appeal to men. Really? **L:** 180cm **Seat Height:** 79cm **Wheelbase:** 125cm **Weight:** 120kg **Wheel size:** 12inches **Fuel tank:** 6litres **Also try:** Activa, Dio, Access																				
Drum	0.59	0.55	0.61	0.59	1cyl 109cc	V	8	8.77	na	na	na	✔	✔	✖	✖	✖	✖	✖	✖	6/10
CBR 1000R: The most pocket friendly and usable litre bike that you can buy today. Crazy single-side swingarm takes the cake **L:** 210.5cm **Seat Height:** 82.5cm **Wheelbase:** 144.5cm **Weight:** 217kg **Wheel size:** 17inches **Fuel tank:** 17liquids **Also try:** Ducati Monster, Yamaha MT01																				
1000R	na	12.91	na	13.92	4cyl 998cc	6M	123.3	100	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai

TOPGEAR NEW BIKE GUIDE

◀ Honda continued

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
CBR 650F: Four-cylinder, 649cc sport-tourer from the house of Honda. Low level of localisation keeps the price high.																				
L: 210.7cm **Seat Height:** 81cm **Wheelbase:** 144.9cm **Weight:** 215kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Benelli TNT 600 GT, Ninja 650																				
650F	8.10	7.99	8.49	8.25	4cyl 649cc	6M	85	63	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
CB Shine: It's now got a fair bit of 'shine' with bits like alloy wheels, electric start and sporty decals.																				
L: 201.5cm **Seat Height:** na **Wheelbase:** 126cm **Weight:** 122kg **Wheel size:** 12inches **Fuel tank:** 11litres **Also try:** Discover 125, Victor, Super Splendor.																				
	0.63	0.59	0.65	0.65	1cyl 124.6cc	4M	10.3	10.5	na	5.3	65	⊖	⊖	✔	✖	✖	⊖	✖	✖	4/10
CB Trigger: Honda takes another shot at the urban buyer in the 150cc segment																				
L: 204.5cm **Seat Height:** na **Wheelbase:** 132.5cm **Weight:** 138 **Wheel size:** 17litres **Fuel tank:** 12litres **Also try:** Bajaj Pulsar 150, Yamaha Fazer																				
	0.79	0.76	0.83	0.80	1cyl 149cc	5M	14	12.5	na	na	na	✔	⊖	⊖	✖	✔	✖	✖	✖	5/10
CB Unicorn 150: Still the best powertrain in the business and boasts extremely good quality.																				
L: 209.5cm **Seat Height:** na **Wheelbase:** 134cm **Weight:** 146kg **Wheel size:** 17inches **Fuel tank:** 13litres **Also try:** Pulsar 150, CBZ X-Treme, Apache																				
CB Unicorn 150	0.77	0.74	0.81	0.78	1cyl 149cc	5M	13.3	12.8	101	5	60	✔	✔	✔	✔	✔	✔	✔	✖	4/10
CB Unicorn 160: The trusty Honda, now available with a bigger 160cc motor.																				
L: 204.5cm **Seat Height:** na **Wheelbase:** 132.4cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** TVS Apache 160																				
Std	0.83	0.79	0.83	0.84	1cyl 162cc	5M	14.5	14.6	na	5	60	✔	✔	✔	✔	✔	✔	✔	✖	8/10
CBS	na	0.74	na	0.90	1cyl 162cc	5M	14.5	14.6	na	5	60	✔	✔	✔	✔	✔	✔	✔	✖	8/10
CBF Stunner: A performance bike packed in a 125cc bike? Take that with a pinch of salt. Looks sporty though.																				
L: 201.2cm **Seat Height:** na **Wheelbase:** 127.1cm **Weight:** 129kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** Gladiator SS, Discover, Glamour, Flame																				
Stunner	0.68	0.64	0.71	0.68	1cyl 125cc	5	11	11	na	5.2	na	⊖	✔	✖	✖	✔	⊖	⊖	✖	5/10
CBR: The 250 has been around for sometime and now you get it in 150 too!																				
L: 200cm **Seat Height:** na **Wheelbase:** 136.7cm **Weight:** 138kg **Wheel size:** 17inches **Fuel tank:** 13litres **Also try:** Ninja 300. Yamaha YZF R15 2.0																				
150R	1.39	1.34	1.45	1.42	1cyl 149cc	6M	18	13	na	na	na	✔	✔	✖	✔	✔	✔	✖	✖	5/10
250R STD	1.79	1.74	1.87	1.82	1cyl 249cc	6M	25	22.9	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10
250R ABS	1.85	1.80	1.85	2.15	1cyl 249cc	6M	25	22.9	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
CBR 1000RR: Another insanely quick bike to tear up our roads.																				
L: 208cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 199kg **Wheel size:** 17inches **Fuel tank:** 17 litres **Also try:** Suzuki GSX 1000R, Yamaha R1																				
1000RR	na	16.90	na	18.13	4cyl 999cc	6M	175.6	112	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10
Dio: The refreshingly new Dio is a stunner. One of the best lookers in the country, though it needs more firepower.																				
L: 176cm **Seat Height:** 76cm **Wheelbase:** 123cm **Weight:** 102kg **Wheel size:** 10inches **Fuel tank:** 6litres **Also try:** Activa, Nova 135, Kristal, Pleasure, Accesskg																				
	0.55	0.51	0.56	0.55	1cyl 109cc	V	8	8.77	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	7/10
Dream: Honda's attack deep into Hero territory. Wing riding for the commuter.																				
L: 202.2/2009cm **Seat Height:** na **Wheelbase:** 128.5/125.8cm **Weight:** 108/105kg **Wheel size:** 18inches **Fuel tank:** 8litres **Also try:** Hero Splendor																				
CD 110	0.50	0.47	0.51	0.52	1cyl 109cc	4M	8.25	8.63	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	-
Neo	0.52	0.50	0.54	0.59	1cyl 109cc	4M	8.25	8.63	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10
Yuga	0.59	0.55	0.62	0.60	1cyl 109cc	4M	8.25	8.63	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	6/10
Gold Wing: The ultimate touring machine is here. You can also have one equipped with an airbag!																				
L: na **Seat Height:** 73.9cm **Wheelbase:** 168.9cm **Weight:** 421kg **Wheel size:** 18(f), 16(r) inches **Fuel tank:** 25 litres **Also try:** Indian Chief Vintage																				
Audio Comfort	na	28.50	na	28.50*	6cyl 1832cc	5M	117	167	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
Airbag	na	31.50	na	31.50*	6cyl 1832cc	5M	117	167	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
Livo: Honda's replaced the edgy-looking Twister with the Livo. Is claimed to return 74km to a litre.																				
L: 202cm **Seat Height:** na **Wheelbase:** 128.5cm **Weight:** 111kg **Wheel size:** 18 inches **Fuel tank:** 8.5 litres **Also try:** Bajaj Discover 100M, Hero Splendor																				
Drum	0.62	0.57	0.65	0.62	1cyl 109cc	4M	8	8.3	na	na	na	✔	✔	✖	✖	✔	✖	✖	✖	-
Disc	0.65	0.60	0.67	0.65	1cyl 109cc	4M	8	8.3	na	na	na	✔	✔	✖	✖	✔	✔	✖	✖	-
VFR: Brilliant all-rounder, the V4 engine and the dual-clutch transmission makes this bike extra special.																				
L: 225cm **Seat Height:** 81.5cm **Wheelbase:** 154.5cm **Weight:** 267kg **Wheel size:** 17inches **Fuel tank:** 18.5litres **Also try:** Yamaha V-Max, Suzuki Hayabusa																				
1200F	na	19.26	na	20.60	4cyl 1237cc	6M	170	129	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10
VT 1300 CX: Honda's only cruiser for India.																				
L: 257cm **Seat Height:** 67.8cm **Wheelbase:** 180.5cm **Weight:** 303kg **Wheel size:** 21/18inches **Fuel tank:** 12.8litres **Also try:** Harley Davidson V-Rod																				
1300CX	na	15.21	na	16.66	2cyl 1312cc	5M	57	107	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

HYOSUNG **Dealers** 2 **Warranty** na **Website** www.dskhyosung.com

Company description: *The Korean manufacturer tries to give the same thrills as its Japanese and American rivals at a more affordable price.*

***TG Awards:* Surprise of the Year 2014: Hyosung Aquila Pro**
'A fitting Korean reply to the idea that only the Japanese and the Americans can make cruisers to fall for.'

Aquila: A V-twin cruiser that offers bling and power (with the Pro) and value for money (with the 250)																				
L: 243cm **Seat Height:** 70.5cm **Wheelbase:** 144.5cm **Weight:** 218kg **Wheel size:** 17inches **Fuel tank:** 16 litres **Also try:** Harley-Davidson Super Low																				
Pro	6.14	6.03	5.17	6.20	2cyl 647cc	5M	74	62.1	na	na	23	✔	✔	✔	✔	✔	✔	✖	✔	6/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW BIKE GUIDE

◀ Hyosung continued

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
250	3.39	3.26	na	3.38	2cyl 249cc	5M	26	21	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10

GT: A poser's bike for all those who want a looker and could not care less about performance

L: 206cm **Seat Height:** 78cm **Wheelbase:** 144.5cm **Weight:** 171kg **Wheel size:** 17inches **Fuel tank:** 8litres **Also try:** Ninja 300.

250R	3.57	3.43	2.78	3.50	2cyl 249cc	5M	28	22.6	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	4/10
650R	5.65	5.52	4.71	5.68	2cyl 647cc	6M	72.7	61	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	5/10

GT N: The more fun, naked version of the GT650R, the GT650N is a perfect ride for the city.

L: 209cm **Seat Height:** NA **Wheelbase:** 144.5cm **Weight:** 196kg **Wheel size:** NA **Fuel tank:** NA **Also try:** Ninja 300.

650N	4.06	3.73	3.80	4.52	2cyl 647cc	6M	72.7	61	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10

ST7: It's hard to see why someone would pick the ST7 over a Harley, unless Hyosung offers a solid bargain.

L: 247cm **Seat Height:** 76.2cm **Wheelbase:** 169cm **Weight:** 244 **Wheel size:** 16inches **Fuel tank:** 18litres **Also try:** Sportster XL 883 L

ST7	6.99	6.03	5.89	6.20	2cyl 678cc	6M	61.6	57.3	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	5/10

INDIAN

Dealers na **Warranty** na **Website** http://www.indianmotorcycle.com

Company description: *The oldest American motorcycle brand comes to India to take on its oldest American rival.*

***TG Awards:* Cruiser of the Year 2015: Indian Chief Vintage**
'Very few people can resist the laid-back cool of the Indian Chief Vintage.'

Chief Classic: A genuine alternative to a Harley with classic looks and a torquey engine, though the pricing could've been better.

L: 263cm **Seat Height:** 66cm **Wheelbase:** 173cm **Weight:** 370kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Super Low

Classic	na	26.5*	na	29.4	2cyl 1811cc	6M	na	138.9	na	na	na	✔	✖	✔	✔	✔	✔	✖	✔	7/10

Chief Vintage: If you are into leathers. If you know what we mean.

L: 263cm **Seat Height:** 66cm **Wheelbase:** 173cm **Weight:** 379kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Street Bob

Vintage	na	29.5*	na	32.82	2cyl 1811cc	6M	na	138.9	na	na	na	✔	✖	✔	✔	✔	✔	✖	✔	8/10

Chieftain: A powerful motorcycle which comes with a fairing to stop those wind blasts for comfortable rides.

L: 257.1cm **Seat Height:** 66cm **Wheelbase:** 166.8cm **Weight:** 385kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Street Glide

Chieftain	na	33*	na	36.82	2cyl1811cc	6M	na	138.9	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10

Dark Horse: The most basic offering of the Chief range is also the meanest.

L: 263cm **Seat Height:** 66cm **Wheelbase:** 166.8cm **Weight:** 357kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Fat Boy

Dark Horse	na	na	na	25.52	2cyl1811cc	6M	na	138.9	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10

Roadmaster: If you thought the Chieftain was about as good a tourer as Indian could make, say hello to the master.

L: 231cm **Seat Height:** 63.5cm **Wheelbase:** 156.2cm **Weight:** 253kg **Wheel size:** 16inches **Fuel tank:** 12.5litres **Also try:** Harley-Davidson CVO

Roadmaster	na	11.99*	na	40.42	2cyl1811cc	6M	na	138.9	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Scout: The smallest new Indian motorcycle, the Scout is here to take the fight to Harley's Dyna range.

L: 231cm **Seat Height:** 63.5cm **Wheelbase:** 156.2cm **Weight:** 253kg **Wheel size:** 16inches **Fuel tank:** 12.5litres **Also try:** Harley-Davidson Dyna range

	na	11.99*	na	14.42	2cyl1133cc	6M	100	97.7	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10

KAWASAKI

Dealers na **Warranty** 2 years/30,000kms **Website** www.kawasaki-india.com

Company description: *Reviving an old partnership with Bajaj has seen them return to India. They are playing it safe but may be too safe for their own good.*

***TG Awards:* Bike Design of the Year 2015: Kawasaki Z1000**
'It's the kind of bike that'd star in a Batman movie.'

ER-6N: A middleweight naked bike based on the Ninja 650R that's primed to take on Triumph's Street Triple.

L: 211cm **Seat Height:** 80.5cm **Wheelbase:** 141cm **Weight:** 204kg **Wheel size:** 17inches **Fuel tank:** 16litres **Also try:** Triumph Street Triple

ER-6N	na	4.96	na	5.64	2cyl649cc	6M	71	64	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10

Ninja: Handles like an R15, comfort levels as good as a Karizma and more power than both put together.

L: 208.5cm **Seat Height:** 76.2cm **Wheelbase:** 139.9cm **Weight:** 172kg **Wheel size:** 17inches **Fuel tank:** 18litres **Also try:** Three Karizma ZMRs

300	3.44	3.64	3.44	4.15	2cyl 296cc	6M	39	27	na	6.7	21.5	✔	✔	✔	✔	✔	✔	✖	✔	7/10
650	5.00	5.37	5.00	6.11	2cyl 649cc	6M	72	64	na	6.7	17.3	✔	✔	✔	✔	✔	✔	✖	✔	7/10
1000	na	12.5	na	na	4cyl 1043cc	6M	140	111	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10
ZX-10R	na	15.70	na	na	4cyl 998cc	6M	197	112	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10
ZX-14R	na	16.90	na	na	4cyl 1441cc	6M	210	162.5	300	2.6	16.7	✔	✔	✔	✔	✔	✔	✖	✔	9/10
H2	na	29*	na	33.56	4cyl 998cc	6M	197	133	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Z250: The Ninja 250 that's been stripped down to create a stunning street bike. Expensive, but hey, an extra cylinder costs money.

L: 201cm **Seat Height:** 78.5cm **Wheelbase:** 140cm **Weight:** 168kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Suzuki Inazuma

	na	3.11	na	3.55	2cyl 249cc	6M	31.5	21	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Z800: If the mighty Z1000 is too powerful for you, the Z800 is the perfect choice.

L: 210cm **Seat Height:** 83.4cm **Wheelbase:** 144.5cm **Weight:** 231kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Ducati Monster 795

	na	7.90	na	na	4cyl 806cc	6M	111.3	83	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai

TOPGEAR NEW BIKE GUIDE

◀ Kawasaki continued

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING

Z1000: With looks that could sear the soul, the Z1000 is a naked bike that you absolutely want. Immensely powerful inline-four adds the 'X-factor'.

L: 204.5cm **Seat Height:** 81.5cm **Wheelbase:** 143.5cm **Weight:** 221kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Honda CB1000R, Yamaha FZ-1

Z1000	na	12.50	na	na	4cyl 1043cc	6M	140	111	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10

KTM

Dealers na **Warranty** 2years/30,000kms **Website** www.bajajauto.com

Company description: *Hooligans par excellence come to India, courtesy Bajaj, and bring along their unparalleled sense of mayhem.*

***TG Awards:* Readers' Choice Bike of the Year 2014 + Bike of the Year 2014: KTM 390 Duke** 'Bike of the year twice in a row? Sounds tough, but the Duke just did it.'

Duke: True to its heritage, the Duke 200 is a machine that is easily swayed into almost anti-social antics. Top shelf parts and value for money

L: na **Seat Height:** 81cm **Wheelbase:** 136.1cm **Weight:** 125kg **Wheel size:** 17inches **Fuel tank:** 10.5litres **Also try:** Pulsar 200NS

200	1.32	1.38	1.33	1.65	1cyl 199.5cc	6M	25.5	19	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	8/10
390	1.83	1.90	1.84	2.23	1cyl 373.2cc	6M	43	35	na	na	33	✔	✔	✔	✔	✔	✔	⊖	✔	9/10

RC: KTM decided to take the Duke brothers racing, and so, with some help from the KTM Moto3 team, the RCs were born.

L: na **Seat Height:** 82cm **Wheelbase:** 134cm **Weight:** 137-147kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** Becoming a Moto3 rider

200	na	1.66	na	1.94	1cyl 199.5cc	6M	25.5	19	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-
390	na	2.13	na	2.45	1cyl 373.2cc	6M	43	35	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-

MAHINDRA

Dealers na **Warranty** na **Website** www.mahindra2wheelers.com

Company description: *After buying the defunct Kinetic motors, Mahindra has taken its first step into the highly competitive two-wheeler market.*

***TG Awards:* -**

Centuro: Loaded with a list of features that are a first in its class.

L: 203cm **Seat Height:** na **Wheelbase:** 126.5cm **Weight:** 120kg **Wheel size:** 18inches **Fuel tank:** 12.7litres **Also try:** Honda Dream Yuga

N1 Disc	0.45	0.56	0.48	0.62	1cyl 106.7cc	4M	8.4	8.5	na	na	na	✔	✔	✔	✔	✔	✖	✔	✖	4/10

Duro DZ: The all-new Duro, well not all that new. Remember the Kinetic Nova?

L: 181.9cm **Seat Height:** 78cm **Wheelbase:** 127cm **Weight:** 114kg **Wheel size:** 10inches **Fuel tank:** 6.5litres **Also try:** Honda Activa, Suzuki Access

	0.47	0.43	0.46	0.56	1cyl 124cc	V	8	9	80	na	45	✔	✖	✖	✖	✖	✖	✖	✖	5/10

Flyte: Inherited from the erst while Kinetic-SYM collaboration.

L: 179cm **Seat Height:** 76cm **Wheelbase:** 126cm **Weight:** 105kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Honda Activa, Suzuki Access

	0.41	0.41	0.42	0.57	1cyl 124cc	V	8	9	80	na	45	✔	✖	✖	✖	✖	✖	✖	✖	3/10

Gusto: Mahindra's first all-new scooter. Developed in Pune, styled in Italy. A decent alternative to other offerings.

L: 179cm **Seat Height:** 76cm **Wheelbase:** 126cm **Weight:** 105kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Honda Activa, TVS Jupiter

Dx	na	0.43	na	0.57	1cyl 110cc	V	8	9	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10
Vx	na	0.47	na	0.62	1cyl 110cc	V	8	9	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10

Pantero: The Mahindra manages to impress with little value features that are usually not seen in this segment.

L: 200cm **Seat Height:** 80.5cm **Wheelbase:** 126.5cm **Weight:** 120kg **Wheel size:** 18inches **Fuel tank:** 13.7litres **Also try:** Bajaj Discover 100T

	na	0.43	0.44	0.49	1cyl 106.7cc	4M	8.4	8.5	na	na	49	⊖	⊖	✖	✖	✔	✖	✔	✖	5/10

Rodeo UZO: More focused on youngsters. Takes on the likes of Activa, Dio.

L: 179cm **Seat Height:** 76cm **Wheelbase:** 124.5cm **Weight:** 106kg **Wheel size:** 10inches **Fuel tank:** 4.5litres **Also try:** Honda Activa, Suzuki Access

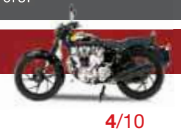
	0.50	0.46	0.48	0.59	1cyl 124cc	V	8	9	80	na	45	✔	✖	✖	✖	✔	✖	✖	✖	4/10

ROYAL ENFIELD

Dealers na **Warranty** na **Website** www.royalenfield.com

Company description: *They've kept alive the charisma of big bore singles although emission norms have muted them to a fair extent.*

***TG Awards:* Most Beautiful Bike of the Year 2014: Royal Enfield Continental GT** 'If looks could kill, the 2013 Royal Enfield Continental GT tops the list of mass murderers.'



Bullet: The thump is enough to buzz your senses. However, this one is basic, tough and macho. Can ride on almost any surface.

L: 212 **Seat Height:** na **Wheelbase:** 137 **Weight:** 163kg **Wheel size:** 19inches **Fuel tank:** 14.5litres **Also try:** Electra, Machismo.

350	1.00	0.98	1.00	1.22	1cyl 346cc	5M	19.8	28	na	na	na	⊖	✖	✔	✖	✖	⊖	⊖	✖	4/10
500	1.44	1.41	1.44	1.75	1cyl499cc	5M	26	40.9	117	na	na	✔	✖	✔	✖	✖	✖	⊖	✖	6/10
Electra	1.12	1.10	1.13	1.37	1cyl 499cc	5M	27.2	41.3	na	na	na	⊖	✖	✔	✖	✖	⊖	⊖	✖	4/10

Classic: A true beast. The 500 features the all-new fuel-injected TwinSpark engine. This is the most refined bike in the Bullet stable.

L: 213cm **Seat Height:** 80cm **Wheelbase:** 137cm **Weight:** 187kg **Wheel size:** 18-19inches **Fuel tank:** 13.5litres **Also try:** Electra, Machismo.

350	1.20	1.17	1.20	1.46	1cyl 346cc	5M	19.8	28	120	na	na	✔	✖	✔	✖	✔	✔	⊖	✖	4/10
500	1.53	1.50	1.54	1.87	1cyl 499cc	5M	27.2	41.3	130	na	na	✔	✖	✔	✖	✔	✔	⊖	✖	5/10
Desert Storm	1.56	1.53	1.56	1.9	1cyl 499cc	5M	27.2	41.3	130	na	na	✔	✖	✔	✖	✔	✔	⊖	✖	5/10
Chrome	1.63	1.60	1.63	1.99	1cyl 499cc	5M	27.2	41.3	130	na	na	✔	✖	✔	✖	✔	✔	⊖	✖	5/10

Continental GT: Most powerful RE, best-looking RE, and the 2013 Indian Motorcycle of the Year. Need we say more?

L: 206cm **Seat Height:** 80cm **Wheelbase:** 136cm **Weight:** 184kg **Wheel size:** 18inches **Fuel tank:** 13.5litres **Also try:** Triumph Thruxton (which is way more expensive)

Continental GT	1.88	1.84	1.88	2.23	1cyl 535cc	5M	29.1	44	na	na	na	✔	✖	✔	✔	✖	✔	⊖	✔	7/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW BIKE GUIDE

◀ Royal Enfield continued

ROYAL ENFIELD

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Thunderbird: The cruiser in the crowd. Quite comfortable on the highway and an extremely steady bike.																				
L: 204cm **Seat Height:** 77.5cm **Wheelbase:** 124cm **Weight:** 179kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Avenger																				
350	1.31	1.28	1.31	1.58	1cyl 346cc	5M	20	28	120	na	45	✔	✖	✔	✔	✔	✔	⊖	✔	5/10
500	1.66	1.63	1.66	2.01	1cyl 499cc	5M	27.2	41.3	130	na	na	✔	✖	✔	✖	✔	✔	⊖	✖	6/10

SUZUKI

Dealers na **Warranty** na **Website** www.suzukimotorcycle.co.in

Company description: *Maker of the fastest production motorcycle of the world has found the going tough in India.*

TG Awards: ***Street Sport Bike of the Year 2015: Suzuki Gixxer***
'Spend some time with it, and you will realise why the Gixxer is so much fun.'

Access: Suzuki's attempt to redefine practicality is great for college-goers. 125cc power for the price of an Activa.																				
L: 178cm **Seat Height:** 78cm **Wheelbase:** 125cm **Weight:** 109kg **Wheel size:** 10inches **Fuel tank:** 6.4litres **Also try:** Honda Activa, Dio, Kinetic Flyte																				
	0.50	0.47	0.48	0.56	1cyl 124cc	V	8.6	9.8	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	7/10
Bandit: Proper cross-country tourer for those who aren't fans of the Harley way.																				
L: 213cm **Seat Height:** 81/83cm **Wheelbase:** 1485cm **Weight:** 250kg **Wheel size:** 17inches **Fuel tank:** 19litres **Also try:** Harley Davidson XR1200 Sportster, Ducati Monster																				
1250	11.01	10.75	10.94	10.07*	4cyl 1255cc	6M	na	na	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10
Gixxer: Suzuki's 155cc naked bike has got the Yamaha FZ square in its sights.																				
L: 205cm **Seat Height:** 78cm **Wheelbase:** 133cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Yamaha FZ																				
	0.82	0.80	0.87	0.84	1cyl 155cc	5M	14.6	14	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	9/10
Gixxer SF: Just as good as the naked Gixxer, only with a fairing. Looks cooler in the MotoGP livery.																				
L: 205cm **Seat Height:** 78cm **Wheelbase:** 133cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Yamaha FZ																				
	0.82	0.80	0.87	0.84	1cyl 155cc	5M	14.6	14	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	9/10
GS 150 R: Possibly the most refined bike in India with good ride and handling. The six-speed gearbox is super-smooth.																				
L: 209.5cm **Seat Height:** 79cm **Wheelbase:** 134cm **Weight:** 134kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Pulsar, Unicorn, FZ-16, Apache																				
	0.73	0.66	0.71	0.81	1cyl 149cc	6M	13.8	134	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	6/10
GSX: Suzuki's litre bike completes a Japanese trio. Arguably the most comfortable of the lot.																				
L: 204.5cm **Seat Height:** 81cm **Wheelbase:** 140.5 **Weight:** 205kg **Wheel size:** 17inches **Fuel tank:** 17.5litres **Also try:** Yamaha YZF-R1, Honda Fireblade																				
R-1000	16.34	15.95	16.23	15.95*	4cyl 999cc	6M	191	na	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10
S1000	12.55	12.25	12.46	12.25*	4cyl 999cc	6M	na	na	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
S1000 F	13.01	12.70	12.92	12.70*	4cyl 999cc	6M	na	na	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
Hayabusa: Not the fastest production motorcycle anymore, but the 1300cc motor still pack a lot of punch.																				
L: 219cm **Seat Height:** 805cm **Wheelbase:** 148cm **Weight:** 260kg **Wheel size:** 17inches **Fuel tank:** 21litres **Also try:** Yamaha YZF-R1 or a few hundred Pulsars put together																				
GSX 13000 R	16.34	15.95	16.23	15.95*	4cyl 1340cc	6M	198	154	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10
Intruder: This is a mammoth motorcycle with an engine big enough to put most cars to shame.																				
L: 248cm **Seat Height:** 705cm **Wheelbase:** 171cm **Weight:** 347kg **Wheel size:** 18inches **Fuel tank:** 19litres **Also try:** Most cars that you can think of or maybe even a boat																				
M800	10.29	10.05	10.22	10.05*	2cyl 805cc	5M	52	68	na	na	22	✔	✔	✔	✔	✔	✔	✖	✔	5/10
M 1800 R	16.34	15.95	16.23	15.95*	2cyl 1780cc	5M	127	160	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10
Let's: A decent little scooter that doesn't offer anything path-breaking. Needs to catch up with Honda in terms of refinement.																				
L: 180cm **Seat Height:** 76cm **Wheelbase:** 125cm **Weight:** 98kg **Wheel size:** 10inches **Fuel tank:** 5.2litres **Also try:** Honda Dio																				
	0.52	0.47	0.53	0.52	1cyl 113cc	V	8.7	9	na	na	na	✔	⊖	✖	✔	✖	⊖	✖	✖	6/10
Sling Shot: Reskinned Zeus to break the lull, or so Suzuki hopes. Stylish design, quality of materials not very good though.																				
L: 203.5cm **Seat Height:** na **Wheelbase:** 126.5cm **Weight:** 128kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Honda Shine, TVS Flame, Discover, Hero Honda Splendor																				
Sling shot	0.55	0.53	0.53	0.59	1cyl 124cc	5M	8.5	10	na	na	60	✔	⊖	✖	✖	✖	✖	✔	✖	4/10
Swish: Want a peformance scooter with a bit of style? The Swish is what the doctor ordered.																				
L: 178cm **Seat Height:** 78cm **Wheelbase:** 125cm **Weight:** 128kg **Wheel size:** 10inches **Fuel tank:** 6litres **Also try:** Honda Dio																				
	0.51	0.48	0.50	0.57	1cyl 124cc	V	8.5	9.8	na	na	na	✔	⊖	✖	✔	✖	⊖	✖	✖	7/10
V-Strom: Suzuki attempts to wander in the Multistrada territory. Is it a right step?																				
L: 228.5cm **Seat Height:** 85cm **Wheelbase:** 155.5cm **Weight:** 228kg **Wheel size:** na **Fuel tank:** 20litres **Also try:** Ducati Multistrada, Triumph Tiger																				
1000 ABS	15.32	14.95	15.21	14.95*	2cyl 1037cc	6M	na	na	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10

TRIUMPH

Dealers 10 **Website** www.triumphmotorcycles .in

Company description: *British bike maker not to be mistaken with the lingerie company of the same name.*

TG Awards: ***Bike of the Year 2015: Triumph Daytona 675R***
'In a segment obsessed with power, the cracking middleweight 675R focuses on being fun.'

Bonneville: The quintessential Triumph. Also the most inexpensive bike of the range. Couldn't get any better.																				
L: 211.5cm **Seat Height:** 74cm **Wheelbase:** 149cm **Weight:** 225kg **Wheel size:** 17inches **Fuel tank:** 16litres **Also try:** Harley SuperLow.																				
Bonneville	na	5.7	na	7.25	2cyl 865cc	5M	67	68	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai

TOPGEAR NEW BIKE GUIDE

◀ Triumph continued

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Bonneville T100	na	6.6	na	8.18	2cyl 865cc	5M	67	68	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10
Thruxton	na	6.7	na	8.42	2cyl 865cc	5M	68	69	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10

Daytona: 675cc three-pot, racing-derived genes and looks to make your heart melt. An expensive, but fine machine.

L: 204.5cm **Seat Height:** 83cm **Wheelbase:** 137.5cm **Weight:** 184kg **Wheel size:** 17inches **Fuel tank:** 17.4litres **Also try:** Resisting the temptation.

Daytona 675	na	10.15	na	12.41	3cyl 675cc	6M	126	74	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	na
Daytona 675 R	na	11.4	na	14.07	3cyl 675cc	6M	126	74	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10

Roadsters: These are the stripped-down Daytonas, one with a 675cc motor, the other with a 1050. Proper Brit muscle.

L: 210cm **Seat Height:** 82.5cm **Wheelbase:** 143.5cm **Weight:** 214kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Harley's Sportster range, Kawasaki Z1000.

Speed Triple	na	10.4	na	13.26	3cyl 1050cc	6M	133	111	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10
Street Triple	na	7.5	na	9.25	3cyl 675cc	6M	104	68	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Rocket III Roadster: With the biggest engine for any production bike, the Rocket III is big enough to dwarf most other cruisers

L: 250cm **Seat Height:** 75cm **Wheelbase:** 169.5cm **Weight:** 367kg **Wheel size:** 17inches **Fuel tank:** 24litres **Also try:** Harley Night Rod, Ducati Diavel, Suzuki Intruder.

Rocket III Roadster	na	20	na	24.48	3cyl 2294cc	5M	146	221	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10

Thunderbird Storm: The poor man's Rocket III. Not inexpensive or inconspicous in any way.

L: 234cm **Seat Height:** 70cm **Wheelbase:** 161.5cm **Weight:** 339kg **Wheel size:** 19inches **Fuel tank:** 22litres **Also try:** A Harley Softail, Honda VT 1300 CX.

Thunderbird Storm	na	13	na	16.12	2cyl 1699cc	6M	97	156	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	na

Thunderbird LT: A Thunderbird that's built for the long haul. Slightly detuned motor, but still sufficiently powerful.

L: 254.6cm **Seat Height:** 70cm **Wheelbase:** 166.5cm **Weight:** 380kg **Wheel size:** 16inches **Fuel tank:** 22litres **Also try:** Harley-Davidson Softail Classic

Thunderbird LT	na	15.75	na	18.68	2cyl 1699cc	6M	93	151	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Tiger: Triumph's go-anywhere soldier, the Tiger is all the touring motorcycle you'd ever want. Also available with a bigger engine.

L: 221.5cm **Seat Height:** 86.5cm **Wheelbase:** 154.5cm **Weight:** 215kg **Wheel size:** 17inches **Fuel tank:** 19 litres **Also try:** BMW R 1200 GS

Tiger 800 XR	na	10.5	na	12.14	3cyl 799cc	6M	94	79	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
Tiger 800 XRx	na	11.6	na	13.44	3cyl 799cc	6M	94	79	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10
Tiger 800 XCx	na	12.7	na	14.69	3cyl 799cc	6M	94	79	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10
Tiger Explorer	na	17.9	na	21.58	3cyl 1215cc	6M	135	121	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

TVS

Dealers 618 **Warranty** 2 years or 30,000km bikes,Model dependent for scooters **Website** www.tvsmotor.in

Company description: They've had their ups and downs but seem sorted out now. Strong presence in southern India, rest of India needs some attention.

***TG Awards:* Scooter of the Year 2014: TVS Jupiter**
'The everyday family scooter that ran rings around the competition this year.'

Apache: Into its second generation now with a bigger engine and more 'race effects'. Still a great looker.

L: 202cm **Seat Height:** 79cm **Wheelbase:** 130cm **Weight:** 136kg **Wheel size:** 17/18inches **Fuel tank:** 16litres **Also try:** Pulsar 150, Achiever, Unicorn.

RTR160	0.69	0.68	0.68	0.85	1cyl 159cc	5M	15.2	13.1	105	na	42	✔	✔	✔	✔	✔	✔	⊖	✖	4/10
RTR180	0.73	0.72	0.72	0.89	1cyl 178cc	5M	17.1	15.5	119	4.15	33	✔	✔	✔	✔	✔	✔	⊖	✖	7/10
RTR180 ABS	0.83	0.82	0.82	1.01	1cyl 178cc	5M	17.1	15.5	119	4.15	33	✔	✔	✔	✔	✔	✔	⊖	✖	na

Jupiter: TVS's latest offering to take on the Honda Activa, just that it looks too similar to its rival.

L: 183.4cm **Seat Height:** 65cm **Wheelbase:** 127.5cm **Weight:** na **Wheel size:** 12inches **Fuel tank:** 5litres **Also try:** Honda Activa, Yamaha Ray

	0.49	0.44	0.48	0.62	1cyl 109cc	V	7.8	8	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	8/10

Phoenix: A straight forward commuter bike. What you see is what you get.

L: 198.5cm **Seat Height:** na **Wheelbase:** 126.5cm **Weight:** 116kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Discover 125

	0.53	0.52	0.53	0.63	1cyl 124.5cc	4M	10.8	10.8	95	na	na	✔	✔	✔	✖	✖	⊖	✖	✔	4/10

Scooty: It's tiny, petite and peppy. Convenient for city errands. But buy a bike for regular commuting. Perfect as your first two-wheeler.

L: 168.5cm **Seat Height:** 106cm **Wheelbase:** 123cm **Weight:** 85-97kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Nothing really

Streak	0.42	0.43	0.41	0.54	1cyl 87cc	V	5	5.8	na	na	na	✔	✔	✖	✖	✖	✖	✖	✖	4/10
Pep Plus	0.40	0.41	0.39	0.52	1cyl 87cc	V	5	5.8	na	na	na	✔	✔	✖	✖	✖	✖	✖	✖	4/10
Zest 110	na	0.42	na	0.59	1cyl 109.7cc	V	7.9	8.7	na	na	na	✔	✔	✖	✖	✖	✖	✖	✖	6/10

Star City+: Efficient, comfortable and refined. Looks nice, too. A good first buy.

L: 198cm **Seat Height:** na **Wheelbase:** 126cm **Weight:** 109kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** Honda Livo

Electric Start	0.47	0.47	0.48	0.47*	1cyl 110cc	4M	8.4	8.7	na	na	na	✔	✔	✖	✖	✖	✖	✖	✖	4/10

Wego: With the Wego, TVS has set its eyes on Honda's share of the gearless two-wheeler market.

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 5litres **Also try:** Honda Activa, Honda Aviator

	0.52	0.49	0.50	0.63	1cyl 110cc	V	8	8	na	na	na	✔	✔	✖	✖	✖	✖	✖	✖	7/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW BIKE GUIDE

◀ Buyers Guide continued

VESPA

Dealers 8 **Warranty** na **Website** www.vespaindia.com

Company description: *If there ever was a company that married history and tradition with a modern outlook, Vespa is it.*

TG Awards: ***Two wheeler design of the year 2012*** 'Could've called this Automotive Fashion Statement of the Year. But it already was, so never mind.'

Vespa: This 125cc scooter is undoubtedly one of the best-looking scooters out there. Sticker price is a shocker, though

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 5litres **Also try:** Honda Dio, Suzuki Swish, Yamaha Ray

	Price: Chennai	Delhi	Bangalore	Mumbai (on road)	Numbers: Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Features: Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
LX	na	na	na	0.90	1cyl 125cc	V	10	10.6	na	na	na	✔	✔	✖	✖	✖	✔	✖	✖	6/10
S	0.76	0.75	0.76	0.99	1cyl 125cc	V	10	10.6	na	na	na	✔	✔	✖	✖	✖	✔	✖	✖	6/10
VX	0.72	0.71	0.72	0.94	1cyl 125cc	V	10	10.6	na	na	na	✔	✔	✖	✖	✖	✔	✖	✖	6/10

YAMAHA

Dealers 400 **Warranty** 2 years or 20,000km **Website** www.yamaha-motor-india.com

Company description: *Have made a name out of manufacturing fast bikes. Great products, but dealer network not good enough to back them up.*

TG Awards: ***Scooter of the year 2012: Ray*** 'Yamaha finally enters scooter market in India. Pulls a winner out of the hat.'

Alpha: Yamaha's attempt to take on the scooter segment dominated by Honda's Activa

L: 179.5cm **Seat Height:** 77.5cm **Wheelbase:** 127cm **Weight:** 104kg **Wheel size:** na **Fuel tank:** 5.2litres **Also try:** Honda Activa, Honda Aviator

	0.49	0.47	0.48	0.60	1cyl 113cc	V	7.1	na	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	7/10

Fascino: Styled to fight the Vespa, priced to snatch a piece of the Activa's pie. A style-conscious Alpha, in essence.

L: 181.5cm **Seat Height:** 77.5cm **Wheelbase:** 127cm **Weight:** 103kg **Wheel size:** 10 inches **Fuel tank:** 5.2 litres **Also try:** Vespa, Honda Activa

	na	0.52	na	0.64	1cyl 113cc	V	7	8.1	na	na	na	✔	✖	✔	✖	✖	✖	✖	✖	-

Fazer: Purely a commuter. Surprisingly a good handler and has a refined engine. Now with lesser power, and lesser weight.

L: 197cm **Seat Height:** 79cm **Wheelbase:** 133.5cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 13.2litres **Also try:** Pulsar 150, CB Unicorn Dazzler

Fazer	0.78	0.77	0.78	0.91	1cyl 149cc	5M	13	13	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✖	6/10

FZ FI V2.0: Boldest of the 150cc lot with tyres to chew and spit out the competition. Less powerful now, but also lighter.

L: 199cm **Seat Height:** 79cm **Wheelbase:** 133cm **Weight:** 132kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Pulsar 180, Apache RTR

FZ	na	0.76	na	na	1cyl 149cc	5M	13	12.8	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	5/10
S	na	0.78	na	na	1cyl 149cc	5M	13	12.8	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	5/10

FZ 1: Street fighter looks and performance to go with it. Will give you all the thrills of a litre class bike.

L: 214cm **Seat Height:** 81.5cm **Wheelbase:** 146cm **Weight:** 214kg **Wheel size:** na **Fuel tank:** 18litres **Also try:** CB 1000 R

FZ 1	11.63	11.86	12.10	13.65	4cyl 998cc	6M	147.9	106	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	8/10

Ray: Aimed at ladies, but not surprisingly, it endears itself to the opposite sex too. Fun to ride, looks good and is a Yamaha

L: 183.5cm **Seat Height:** 76cm **Wheelbase:** 127cm **Weight:** 104kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Honda Dio, Suzuki Swish

Ray	0.46	0.45	0.46	0.56	1cyl 113cc	V	7	8.1	na	na	na	✔	✖	✖	✖	✖	✖	✔	✖	7/10
Ray Z	0.48	0.47	0.48	0.58	1cyl 113cc	V	7	8.1	na	na	na	✔	✖	✖	✖	✖	✖	✔	✖	7/10

SZ: Cheaper alternative to FZ16, cuts down on essentials like disc brakes and pass beam

L: 205cm **Seat Height:** 80.2cm **Wheelbase:** 132cm **Weight:** 132kg **Wheel size:** 17inches **Fuel tank:** 14litres **Also try:** Hero Honda Hunk

SZ-RR	0.62	0.61	0.62	0.73	1cyl 153cc	5M	12.1	12.8	na	na	na	✖	✔	✖	✔	✔	✖	✖	✔	4/10
SZ-S	0.59	0.58	0.59	0.66	1cyl 153cc	5M	12.1	12.8	na	na	na	✔	✔	✖	✔	✖	✖	✔	✔	4/10

Saluto: Yamaha's having another crack at the 125cc commuter bike segment with the oddly-named Saluto

L: 203.5cm **Seat Height:** 80.5cm **Wheelbase:** 126.5cm **Weight:** 112kg **Wheel size:** 18 inches **Fuel tank:** 7.6 litres **Also try:** Honda CB Shine, Bajaj Discover 125

Drum	na	0.52	na	0.66	1cyl 125cc	4M	8	10	na	na	na	✔	✔	✔	✖	✖	✖	✔	✔	-
Disc	na	0.52	na	0.68	1cyl 125cc	4M	8	10	na	na	na	✔	✔	✔	✖	✖	✔	✔	✔	-

V-Max: Be ready for some seriously fast acceleration, and hope no one is crossing while you are at it.

L: 239.5cm **Seat Height:** 77.5cm **Wheelbase:** 170cm **Weight:** 310kg **Wheel size:** 17inches **Fuel tank:** 15litres **Also try:** Apollo 11, SR 71

	27.83	29.02	29.60	33.09	4cyl 1679cc	5M	200	166.8	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-

YZF-R1: Want to be like Rossi? Well, you can start with at least looking like him on a Yamaha.

L: 205.5cm **Seat Height:** 85.5-86cm **Wheelbase:** 140.5cm **Weight:** 200kg **Wheel size:** 17 inches **Fuel tank:** 17 litres **Also try:** Ducati Panigale 1299, BMW S1000RR

R1	na	22.34	na	na	4cyl 998cc	6M	197	112.4	na	na	na	✔	✔	✖	✔	✔	✔	✔	✔	-
R1M	na	29.43	na	na	4cyl 998cc	6M	197	112.4	na	na	na	✔	✔	✖	✔	✔	✔	✔	✔	-

YZF-R15 2.0: Same old R15 tweaked for better performance. Though no power upgrade will put off a few people

L: 197cm **Seat Height:** 80cm **Wheelbase:** 134.5cm **Weight:** 136kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Karizma ZMR, Bajaj Pulsar 220

	1.14	1.10	1.11	1.27	1cyl 150cc	6M	16.8	15	140	na	40	✔	✔	✔	✔	✔	✔	⊖	✔	7/10

YZF-R3: The latest R-series product is hugely impressive. Nice to fling around corners, even better for long-distance riding.

L: 209cm **Seat Height:** 78cm **Wheelbase:** 138cm **Weight:** 169kg **Wheel size:** 17inches **Fuel tank:** 14litres **Also try:** Kawasaki Ninja 300, KTM RC390, Benelli TNT 300

	1.14	1.10	1.11	1.27	1cyl 150cc	6M	16.8	15	140	na	40	✔	✔	✔	✔	✔	✔	⊖	✔	8-/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai

PERFECT TEN

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THE AMG STORY

PACE, POWER AND PANACHE

THE LEGEND OF AMG

HOW DID A TUNING FIRM STARTED BY TWO BROTHERS BACK IN THE LATE 1960s TURN INTO AN ICON? HERE'S A LOOK

Ah, my god! Typically, when you are in the driver's seat of any AMG, and you experience the refined violence with which the engine puts its power down, ah, my god! are the only three words that'd escape your mouth. But ah, my god! is not what AMG stands for. AMG stands for Aufrecht Melcher Grossaspach, and the initials represent the surnames of Hans Werner Aufrecht and Erhard Melcher, the two men who formed a partnership in 1967 to build racing engine forges. No, we haven't forgotten the 'G'. It stands for Grossaspach, Aufrecht's birthplace. The business was originally started in Burgstall, near Stuttgart, Mercedes' hometown. AMG now operates out of Affalterbach.

AMG started out with tuning and modifying Mercedes cars. Today, it builds new engines and, as a wholly-owned subsidiary of Mercedes, it has the capability to manufacture cars such as the SLS AMG and the AMG GT from the ground-up. Indeed, it has come a long way.

While teamwork and delegation may work great in most straitjacketed corporate set-ups, with something that involves so much passion, aggression and creativity, AMG is all about the individual. So, instead of an assembly line on which different people handle different components of manufacturing, an AMG engine is put together by one individual. You know what they say about too many cooks and the broth, right? That's the reason an AMG engine is given birth to, and nurtured by one person.

Moreover, AMG has gained expertise in all kinds of performance engines, from naturally aspirated and turbocharged units to supercharged motors. AMG is the only specialist performance brand offering a choice of four-cylinder engines, six-cylinders and V8s. Until a couple of years ago, an AMG V12 was the fiercest thing to have this side of

a wild tiger. But with Mercedes-AMG's continued endeavour to reduce greenhouse gases without cutting down on pace and theatrics, AMG now uses its V12 know-how to extract the same performance out of V8s.

A Mercedes-AMG isn't a mere engine or exhaust job. It's a perfect foil to the luxury and quality of a Mercedes. If a Merc is Bruce Wayne, its AMG iteration is Batman. If a Merc is Peter Parker, its AMG version is Spiderman. Besides, there are AMGs to suit every taste. There are subtle screamers like the C 63, or practical missiles like the E 63 Estate. There is the versatile ML 63, the aggressive cars from AMG's Black series, or the totally mental G 63. Or, very simply, if you need an entry into the heritage and pedigree of AMGs without a waterfall of power, there are AMG versions of the A, CLA and GLA that give you the same thrills with smaller pockets of performance.

No one ever thought of it, but there just happens to be an AMG for every individual and for every need.

THE BEASTS OF AFFALTERBACH

C 63

Underneath that 'Oh, I am just a C' demeanour lives an angry 4.0-litre turbocharged V8 that can take this chrome-laden business-suit of a car to do un-gentlemanly things like burnouts and powerslides. With 470 horses, 650Nm of torque, the ability to hit 100kph in 4.1 seconds, and an ability to offer a calm and peaceful drive when you don't want to be a hooligan, the C 63 is the complete sports sedan.

E 63

The E-Class is the choice of car for execs and captains of industry who don't want the overbearing opulence of the S-Class, but prefer something bigger than the C. However, the AMG-honed E is a completely different animal that likes living on the edge. It has a quick, sharp steering, a firm, taut suspension and it snarls like a big cat. This is a car that demands respect.

GL 63

Think of a spacious, luxurious penthouse. Now, imagine that penthouse being pinned to a rocketship. That's the GL63. It's a spacious seven-seater, which, in AMG guise, defies the laws of physics. Something this large and heavy is always considered slow and ponderous. But, when the people at Affalterbach point their wand at things, miracles happen. Like a car that weighs 2.5 tonnes and has sophisticated off-roading technology that can traverse every kind of terrain, and can hit 100 in just 4.9 seconds. There are sportscars that are slower than the GL. If you've ever wanted one car that does everything, the GL63 is it.

SLK 55

Giving the AMG treatment to something as thorough as the SLK is like giving a pair of additional tusks to a tusker, or offering inflammable liquid to a fire-breathing dragon. The SLK has been a proper sportscar since its launch. An all-weather convertible, if you will. You can enjoy the weather with it. Or enjoy it despite the weather. It's already a light and agile roadster in standard form. Once it passes through the AMG school of thought, the SLK 55 becomes more thorough. While other AMGs use a mix of brute power and dynamics, the SLK 55 is a bit more delicate, a bit more nuanced. This car is made for drivers who appreciate communication and feedback.

ML 63

The ML may seem like a heavy, slow SUV, but even in standard trim, it's rather sportscar-like for something that's a terrain-tamer in its own right. Combine the inherent dynamic strengths with some AMG-ness, and you have a machine that can give purpose-built sportscars a complex. The 5.5-litre V8 can give you goosebumps. The rest simply follows in typical AMG tradition – fast, loud, yet comfortable and versatile. Apart from its sportcar-shaming abilities, the ML 63 is a versatile and practical car allowing you room for your family, dog, luggage and even some furniture. Talk about having your cake and eating it too.

G 63

Absolute lunacy. It takes a combination of eccentricity, courage and an extremely refined sense of humour to create a machine like this. The G 63 AMG simply has no competition. The G was built for armies and for rescue operations. The G was built to be hardy and capable of withstanding abuse, bad quality fuel and even war. Its sole purpose was to be utilitarian, tough and protective. But plonk in a 5.5-litre V8 making 536bhp, and this workman's favourite becomes a traffic-light hooligan that can hit 100kph in 5.4 seconds. Its utilitarian charm combined with unbelievable performance and its ability to go to war, or a wildlife safari makes the G 63 utterly peerless. You can get sportscars, you can get SUVs that go like sportscars, or get a no-nonsense utility vehicle. The thing with the G 63 is that it is all of this. In one insane package.

S 63

The S-Class isn't a car. It's the harbinger of the future. Technology you see in an S-Class today is technology that will filter down to lesser cars a decade or two later. It's perhaps the only car that's claimed to be the best car in the world. And it's a claim not made by the company, but by the rest of the world. So it's very often the first choice for Presidents, Prime Ministers, diplomats, or just about anyone who values quality, comfort and luxury. Now, if these powerful people want to get around faster, they can't do that in anything better than the S 63 AMG. It's an S-Class that has been fettled by AMG to make 577bhp. And get to 100 in 4.4 seconds accompanied by a glorious symphony. If you want the best of pace, comfort and technology, it doesn't get any better.

S 63 Coupe

If the S 63 isn't wild enough for you, you can have its coupe sibling. A couple of doors get lopped off. The car gets lowered. And, there's a lot more flair. The coupe has the same 5.5-litre V8 with 577bhp as the sedan. But being a tad lighter, tighter and meaner, the coupe gets to 100 an entire 0.2 seconds faster than the sedan. Despite being a two door-coupe, the S 63 has one of the most spacious rear seats for a 2+2 and can comfortably seat four people. If you have got ahead in life by taking charge, by taking the bull by the horns, by calling a spade a spade and by taking the driver's seat, the AMG S 63 Coupe is what should be in your parking lot.

CLA45 AMG and GLA45 AMG

The youngest of the pack, the future of AMG: turn over

DL 8C AF 5030

Power play

Mercedes' performance division has made some truly brilliant speed demons over the years, but now, as it enters a new era, it is ushering in a new kind of fun

Very few car brands in the world command the kind of respect Mercedes-Benz does. It is a brand that is most associated with luxury, quality and power. It makes the 'world's best car'; some very luxurious cars, some very fun cars and some very fast cars. The CLA 45 AMG is a perfect blend of all those kinds of cars.

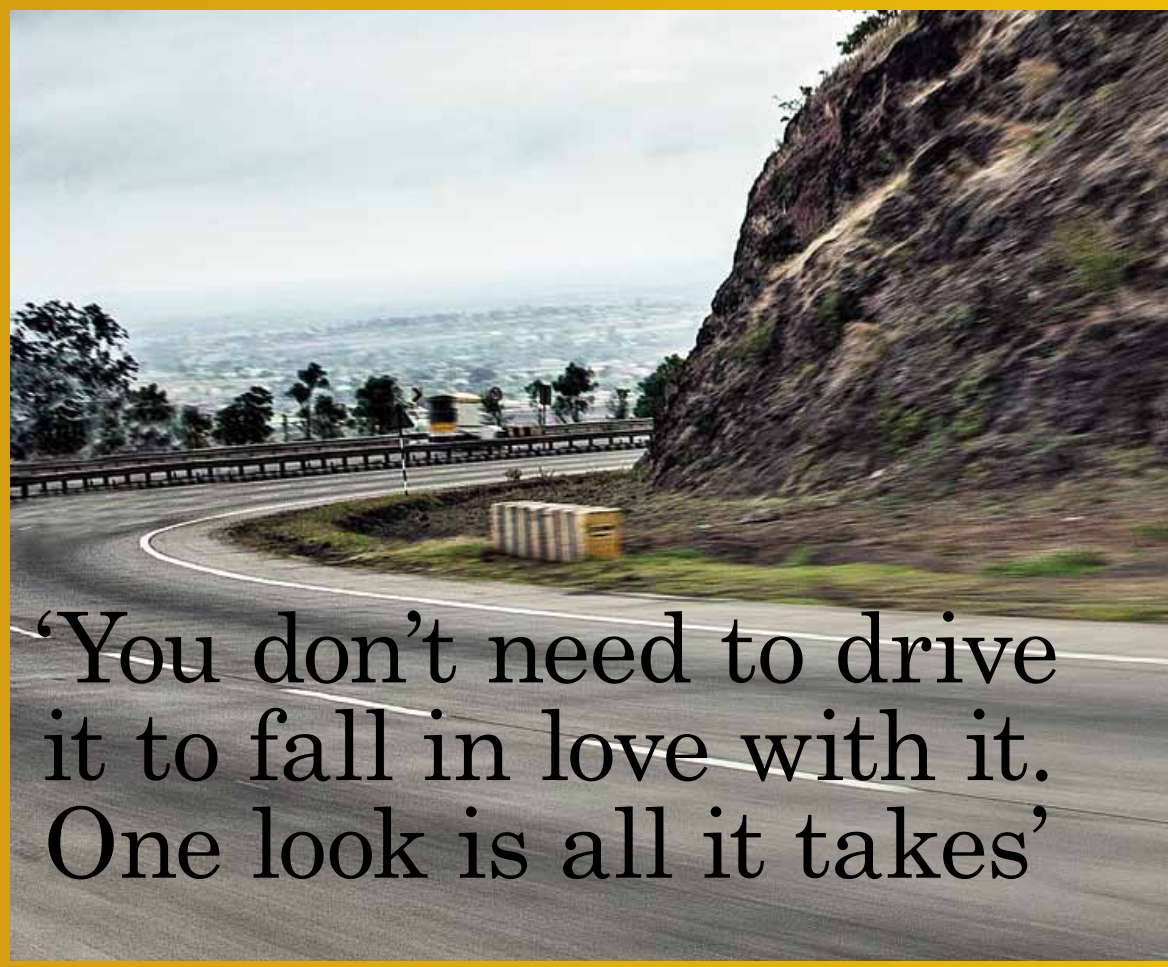
With the CLA, Mercedes is targeting a younger demographic, and the design of the car is youthful and lively. The CLA 45 takes the oomph factor a few notches up for Mercedes.

The three-pointed star no longer sits on top of the bonnet, but right in the centre of the broad grille. The headlights have LED DRLs that look like encrusted diamonds, which goes perfectly with Mercedes' luxury image. The gaping air vents up front give you an idea of what lurks under the bulging hood. The sloping roofline beautifully merges into the stubby boot. The long hood and short boot give the CLA the classic proportions of a sportscar. The silhouette might be of a coupe, but the four doors add a touch of practicality. You don't need to drive this baby AMG to fall in love with it. A look is all it takes.

Obviously, as this is an AMG product, you get extra garnishing, like 18-inch alloys, quad exhaust pipes and carbon-fibre rear-view mirrors, which, along with the badge on the boot lid, lets people know this is a special car.

The AMG treatment also extends to the interior. The Recaro racing seats that hold you in place when lateral G-force comes into play, red seatbelts, flashes of brushed aluminium and the flat-bottomed steering wheel all give you a sense that this car is all about going fast. The gear lever could belong in a modern art museum rather than a production car.

The 2.0-litre motor makes an absurd 355bhp and 450Nm of torque. That kind of power can surely put some V8 engines to shame. All that power would have been a real handful for a car with a simple front-wheel drive setup. So the CLA 45 gets a 4MATIC (Merc-speak for all-wheel drive) setup. This system in the CLA mostly powers the front wheels, but power is sent to the rear when the situation calls for more traction.



'You don't need to drive it to fall in love with it. One look is all it takes'

The engine sounds angry from the word go. It has a nice, throaty exhaust note that sounds sporty. Floor the throttle, and boom, you have crossed 100kph before you can say Affalterbach. The CLA 45 AMG sprints to 100kph in 4.6sec, which is pretty impressive. But don't expect some tyre-smoking drama as the CLA 45 lunges ahead. It's still a German luxury car that does speeds with class.

The motor makes a good amount of power, starting from low revs all the way to the redline. The engine has ample power throughout the rev

‘If the CLA 45 charges ahead on straight stretches like a bull, it tackles corners like a ballerina’

range. Power delivery is linear, and can be harnessed easily. Keep the pedal pinned, and the car will easily reach 200kph without breaking a sweat. Mercedes has eliminated turbo lag completely by using a twin-scroll turbocharger. This keeps the turbo spinning even when the engine is running at low rpms.

The seven-speed auto ’box is engaging and shifts rapidly. The pint-sized motor has a loud bellow that will keep you entertained, and leave a big smile plastered across your face.

If the CLA 45 charges ahead on straight stretches like a bull, it tackles corners like a ballerina. The steering feels direct, and you have to just point it in the direction you want to go. And, just in case you get too eager, you don’t have to worry about the tail sliding, as the 4MATIC system constantly monitors the amount of power being sent to each wheel. If you’re looking for something that corners with clinical precision, and can make even a novice look like a pro, the CLA 45 is it.

The car’s suspension setup is largely responsible for the CLA 45’s agility. It makes the car handle beautifully in corners and minimises body roll, and at the same time keeps it composed over bad roads.

MERCEDES **CLA 45 AMG**
TURBOCHARGED 4CYL
ENGINE: 1991cc petrol
POWER: 355bhp
TORQUE: 450Nm
WEIGHT: 1585kg
0-100KPH: 4.6sec (claimed)
TOP SPEED: 250kph
LxWxH: 4691x1777x1416mm
PRICE: ₹69.50 lakh (ex-showroom, Delhi)

PHOTOGRAPHY: NITIN ROSE

Picking up speed is something that the CLA 45 does very well. What is equally impressive is the way it sheds it. The brakes give you the confidence to go faster and brake later. This will surely be appreciated by AMG owners who are looking to take the car to track days.

The Mercedes CLA 45 AMG is a beautiful looking car, which comes loaded with performance. It is an everyday family car that can drop the kids to school, and, at the same time, it is a performance car with a fire-breathing engine that can thrill you no end. ■

GLAd tidings

The GLA 45 AMG is good news for those looking for a premium compact SUV with style, pace and aggro

Mercedes took a fair bit of time before launching their compact SUV. But, when they did finally launch it, it became instantly clear that the GLA was worth the wait. And, it had everything going for it: it benefitted from the A-class' stunning looks; it had its dynamics in place; and it was priced pretty attractively. But, what if you were in the premium compact SUV market and what if you were also a person for whom more power, more thrills and more pizzazz is always better? That is where the GLA 45 AMG comes into the picture. Actually, make that vrooms into the picture. That's right. It's that kind of a cracker. So, what are the numbers like? Well, they are interesting, to say the least. The GLA 45 AMG's turbocharged four-cylinder petrol motor is not a massive block. In fact, it displaces just 1,991cc, but, here's the thing, it develops a jaw-dropping 355bhp and 450Nm of torque, and is among the most powerful mass-produced four-cylinder engines in the world. So, when you combine that kind of power with compact dimensions and

all-wheel drive, you know you're going to have fun.

Complementing that engine is a seven-speed, dual-clutch AMG Speedshift transmission, which is one smart piece of kit. The transmission keeps revs low in Comfort mode and focuses on efficiency, but slot it into Sport and it stops being eco-conscious and giddyaps the engine into achieving higher speeds.

Power in the GLA 45 AMG is put down through all four wheels, and the AWD system knows how to do it optimally. It has the capability to distribute power equally between the front and rear wheels, especially when the situation calls for more traction, and, if you are on a regular road, it simply sends power only to the front wheels. What's amazing is it does all this so quietly and efficiently that you won't even notice it. The most important thing is you get consistent and reliable grip on a variety of surfaces.

Like all AMGs, the GLA is rip-your-face-off

'There's nothing like the GLA 45 AMG in the market – it is fast, classy and comfortable'

quick. In fact, should you activate the Race Start mode, it can flatten the ton in a mere 4.8 seconds. Those who are turned on by this kind of thing will be glad to know that the car has a top speed of 250kph, and the way the GLA 45 gets up to that speed is mind-numbing.

The GLA 45 is as AMG as they come, and it is set up slightly firmer than the regular GLA. What this means is you get fantastic handling. Around

MERCEDES **GLA 45 AMG**

ENGINE: 4CYL, 1991CC, TURBO-PETROL
POWER: 355BHP AT 6000RPM
TORQUE: 450NM AT 2250-5000RPM
TRANSMISSION: 7A, AWD
0-100KPH: 4.8 SECONDS (CLAIMED)
TOP SPEED: 250KPH (LIMITED)
LxWxH: 4445X1804X1479MM
KERB WEIGHT: 1720KG
PRICE: ₹71.90 LAKH (EX-SHOWROOM, DELHI)

corners, the GLA is taut, assured and confident, and, at the same time, the suspension is not sportscar-firm. So, in a way, you get the best of both worlds: superb handling and a more than comfortable ride. Plus, that steering is cool stuff. It is well-weighted, precise and takes you right where you want to go. And, it chats to your palms fairly well, too, telling you exactly what the tyres are dealing with.

The GLA 45 AMG can seat four in comfort, and the cabin is typical Mercedes-AMG. It's subtle yet classy, and the materials used to construct it are of exceedingly good quality. In fact, the tastefulness inside is a perfect complement to the sporty looks of the GLA 45 AMG. The seats deserve a special mention. They are firm yet comfortable, and hold you in place when you are tackling lateral G-forces. The red seat belts are a great touch.

The CLA and GLA and their AMG counterparts have helped Mercedes regain its momentum after a few sluggish years, and today, these cars are sought after by young, successful people. Which is not surprising if you look at the fact the GLA 45 AMG ticks every box. It is fast, it is classy and it is comfortable. It might not be cheap, but the point is there is no other car in the market quite like it. ■

PHOTOGRAPHY: NITIN ROSE

DL 8C AF 8528

TN 21 TC 706

BORN TOUGH

Space, efficiency and a bucketful of fun is what the Renault Duster AWD is all about. Here's what you should know about India's most popular compact SUV

It is surprising how technologies that were developed for military applications in the last century are in everyday use today. The internet is one, and the four-wheel-drive system, too, is a legacy of military research.

All-wheel-drive was developed for military vehicles to run on off-road terrain. Since then, it has found its way into thousands of vehicles, and each successive generation of four-wheel-drive system has been exponentially more user-friendly than its predecessor.

A car fitted with a sophisticated four-wheel-drive system is parked in the garages of thousands of Indians today.

The Renault Duster is a common sight on Indian roads. India is not the only country where the Duster sells in good numbers. Renault and its subsidiaries manufacture this SUV in five countries, and it is sold in over 100 markets.

And, it is popular for a good reason. Its rugged styling – just look at that purposeful chrome grille – has universal appeal.

The muscular styling stretches to the flared wheel arches that house chunky tyres. The brushed aluminium roof rails and Dark Anthracite

alloys complete the Duster's go-anywhere styling.

The Renault Duster is not all show. Like any SUV that is built for off-roading, the Duster has a 30-degree approach angle and 35-degree departure angle. This gives you an idea of the kind of inclines the SUV can handle, and the AWD Duster can handle a lot of stuff. AWD vehicles such as the Duster are more road-friendly than strictly-4WD vehicles. So, you can take the Duster to the mountains on Friday, and to office on Monday. The Duster gets an electronically-controlled AWD system that can be engaged on-the-fly with a simple turn of the knob. There is also an option of switching to permanent 2WD mode for your regular urban commute. In 2WD, the Duster works like a regular front-wheel drive SUV.

There is also the Lock mode in which torque is equally distributed to all four wheels for maximum traction when driving over slippery surfaces. The best part is that all these modes can be engaged/changed on the go.

Giving the Duster the agility of a mountain goat is an onboard computer. It is smart enough for the

driver to put aside all worries and leave the AWD system in Auto. The computer is in complete control here and takes care of power distribution to keep the Duster out of sticky situations.Apart from the AWD, what is also remarkable about the Renault Duster is the ride comfort it offers. It feels amazing to drive over bad roads, thanks to the multilink suspension that does an amazing job of dampening road irregularities.

The Duster's cabin is a great place to spend time in. The materials used in the cabin are topnotch, and the plush beige interior features comfortable premium leather seats (front seats are 8-way adjustable). Space is abundant in both the front and rear. The 475-litre boot can gobble both shopping bags and camping equipment with ease.

Speaking of camping, what's a long weekend drive without entertainment? The Duster is equipped with a touchscreen infotainment system that comes with an inbuilt navigation system and USB,

'APART FROM ALL-WHEEL DRIVE, THE RENAULT DUSTER ALSO OFFERS REMARKABLE RIDE COMFORT'

AUX and Bluetooth connectivity. The driver can access all infotainment features via user-friendly steering-mounted controls. The Renault Duster is a great proposition for people looking for a reliable, spacious family vehicle. But those looking for performance won't be disappointed either.

The Duster AWD is driven by a powerful 1.5-litre dCi K9k diesel motor. It packs a punch with 108.6bhp and 248Nm of torque and is teamed with a butter-smooth 6-speed manual gearbox. To send power to all four wheels, Renault has made key changes to the ECU and it is evident from the way the car performs. Renault engineers have changed the gear ratios. The first gear is short and tuned for off-roading, while the other cogs are more suited for on-road driving. There is a healthy spread of torque across the rev range, and it is available from as early as 1200rpm. Which means the Duster pulls effortlessly from low rpms, on or off the road, and you don't have

to downshift too often. The light clutch adds to the improved driving experience in the city.

During spirited driving, the steering feels direct, provides good feedback, and it is also city-friendly and light. For a big SUV, the Duster feels agile and corners like a rally car.

Other thoughtful touches include the Hill Start Assist System. As the name suggests, when the car is parked on an incline, or while tackling hilly terrain, the automatic braking prevents the SUV from rolling backwards.

The Renault Duster is equipped with cruise control that can be engaged with the press of a switch located on the steering wheel. The SUV is not just big on quality and performance, it's kind to the environment, too. It incorporates a coordinated control program (ECO mode) that optimises combustion cycles to boost fuel efficiency by up to ten per cent. It delivers the best of both worlds: performance and economy. In Eco mode, the Duster does a staggering 19.72kpl.

Renault's job doesn't end at making a great value for money proposition. The Duster is among the safest cars on the road as well. The Duster has performed exceedingly well in global crash tests. This is thanks to its monocoque body that provides increased torsional rigidity, while improving handling and safety. The Renault Duster also comes with airbags and Electronic Stability Program to keep the occupants safe from harm.

'THE COMPACT SUV IS NOT JUST BIG ON QUALITY AND PERFORMANCE, IT IS KIND TO THE ENVIRONMENT, TOO'

THE DUSTER BROTHERHOOD ROCKS IT

GANGS OF DUSTERS, Renault India's special initiative to bring Duster owners together, is going places. In June this year, as part of the 'Southern Rendezvous', over 40 Duster owners and their families drove over 500km across Coorg and Ramanagara from Bangalore. The Gangs of Duster initiative helps participants explore new facets of the Duster and push it to its limits, and also provides the thrill of motoring to both experienced drivers and first-time adventurers. A month later, the Gangs of Dusters was at it again, and this time they pointed the noble noses of their Dusters at Western India. The Great Western Adventure saw enthusiastic Duster owners and their families plunge into off-road driving and other adventure activities in Aamby Valley, near Pune, and then drive to Kolad for a day of rafting. The Gang of Dusters is extremely popular with customers, with more than 43,000 customers in the gang. The customers registered in Gang of Dusters are offered some unique additional offerings beside the adventure trips.

The Gang of Dusters initiative will continue with regular and similarly exciting expedition drives organized across India in the coming months.